

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES

PLAN AND PROFILE  
PROPOSED HIGHWAY PROJECT

F-M-0672(1)/64242  
OLD STEESE HIGHWAY  
RECONSTRUCTION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	1	124
CDS ROUTE 150100		MILE POINT 0.05 TO 0.94		

INDEX OF SHEETS

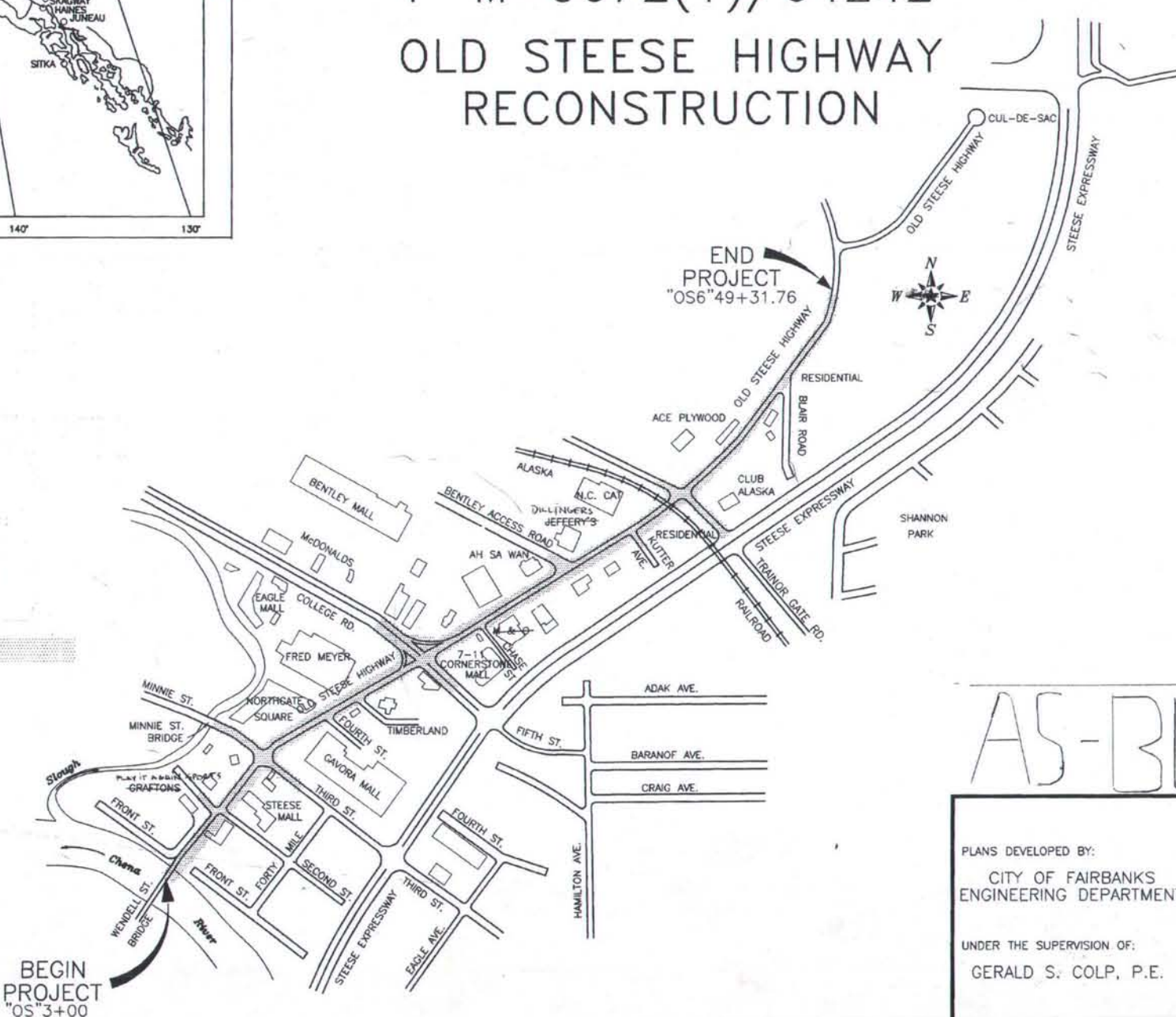
SHEET NUMBER	SHEET ID	DESCRIPTION
1	1	TITLE SHEET
2-3	11-12	SHEET INDEX, ABBREVIATIONS, AND LEGEND
4-10	TS1-TS7	TYPICAL SECTIONS AND DETAILS
11-12	Q1-Q2	ESTIMATE OF QUANTITIES
13-16	S1-S4	SUMMARY SHEETS
17-28	D1-D12	PROJECT DETAILS
29-39	P1-P11	STORM DRAIN PLAN AND PROFILE
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51-61	SW1-SW11	SEWER AND WATER UTILITIES PLAN AND PROFILE
62-70	TC1-TC9	TELEPHONE CABLING PLAN
71-83	DB1-DB7, DB11-DB16	TELEPHONE DUCTBANK PLAN AND PROFILE
84-89	T1-T6	SIGNING AND STRIPING PLAN
90-100	E1-E11	ILLUMINATION PLAN
101	TCP1	TRAFFIC CONTROL
102-104	NOT USED	NOT USED
105-123	SP1-SP19	SIGNALIZATION PLAN
124	TCS1	TRAFFIC COUNT STATION

**AS-BUILT PLANS**

Initials: Lu Date: 03/26/04  
 Contractor: GREAT NORTHWEST, Inc.  
 Date Started: JULY 10, 2000  
 Date Completed: DECEMBER 11, 2002  
 Project Engineer: (printed) CORREY K. UPTON  
 Project Engineer: (signature) [Signature]

"I certify that revisions to these plans made during construction are noted in RED and therefore the plans are an accurate record of construction."

SHADED AREA INDICATES PROJECT LIMITS



THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

- A-1
- C-01.03, C-02.01, C-03.01, C-04.11, C-05.00
- D-01.02, D-05.10, D-06.01, D-23.00
- E-00.00, E-09.00, E-13.00
- L-03.03, L-23.01, L-30.02
- M-01.00, M-13.01, M-20.12, M-23.12
- S-00.00, S-05.00, S-20.00, S-21.02, S-30.01
- T-20.00, T-21.02, T-22.02, T-30.00, T-31.00, T-34.01
- T-34.01, T-52.12

DESIGN DESIGNATION

PROJECT ITEM	OLD STEESE: WENDELL BRIDGE TO COLLEGE	OLD STEESE: COLLEGE TO TRAINOR GATE	OLD STEESE: TRAINOR GATE TO JOHANSEN EXPRESSWAY
ADT 1987	10,054	8,275	4800
ADT 2015	20,550	12,250	6350
DHV	2,055 (10%)	1,225 (10%)	635 (10%)
%	3%	3%	3%
D	45-55	45-55	45-55
V	35	35	35
EAL	1,576,000	1,050,500	526,700

PROJECT SUMMARY

WIDTH OF PAVEMENT	48' - 60'
LENGTH OF GRADING	4632'
LENGTH OF PAVING	4632'
LENGTH OF PROJECT	4632'

AS-BUILTS

PLANS DEVELOPED BY:  
CITY OF FAIRBANKS  
ENGINEERING DEPARTMENT

UNDER THE SUPERVISION OF:  
GERALD S. COLP, P.E.



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES

APPROVED  
David L. McCaleb DATE 2/22/00  
David L. McCaleb, P.E.  
Preconstruction Engineer, Design & Engineering Services

ACCEPTED FOR CONSTRUCTION  
Anton K. Johansen DATE 2/22/00  
Anton K. Johansen, P.E.  
Regional Director, Northern Region

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	2	124

### BASIS OF VERTICAL CONTROL

COAST AND GEODETIC SURVEY MONUMENT P-5, 1966 PUBLICATION, ELEV=441.554. BRASS CAP, RE-SET BY A.D.O.T. AT SAME ELEVATION. S.W. CORNER CUSHMAN STREET BRIDGE IN SIDEWALK.

### BASIS OF BEARING

NORTH 37 DEGREES 41 MINUTES 00 SECONDS EAST, OLD STEESE RIGHT-OF-WAY FROM ANGLE POINT, N.W. BOUNDARY LOT 28A DERBY TRACT TO THE NORTHERNMOST CORNER LOT 24 DERBY TRACT COMMON TO THE NORTHWESTERLY CORNER TRACT A MAIJA SUBDIVISION.

### COORDINATES

ANGLE POINT LOT 28A, NORTH=1561.40, EAST=2508.58  
COMMON CORNER 24 DERBY TRACT AND A OF MAIJA,  
NORTH=2243.06, EAST=3035.11

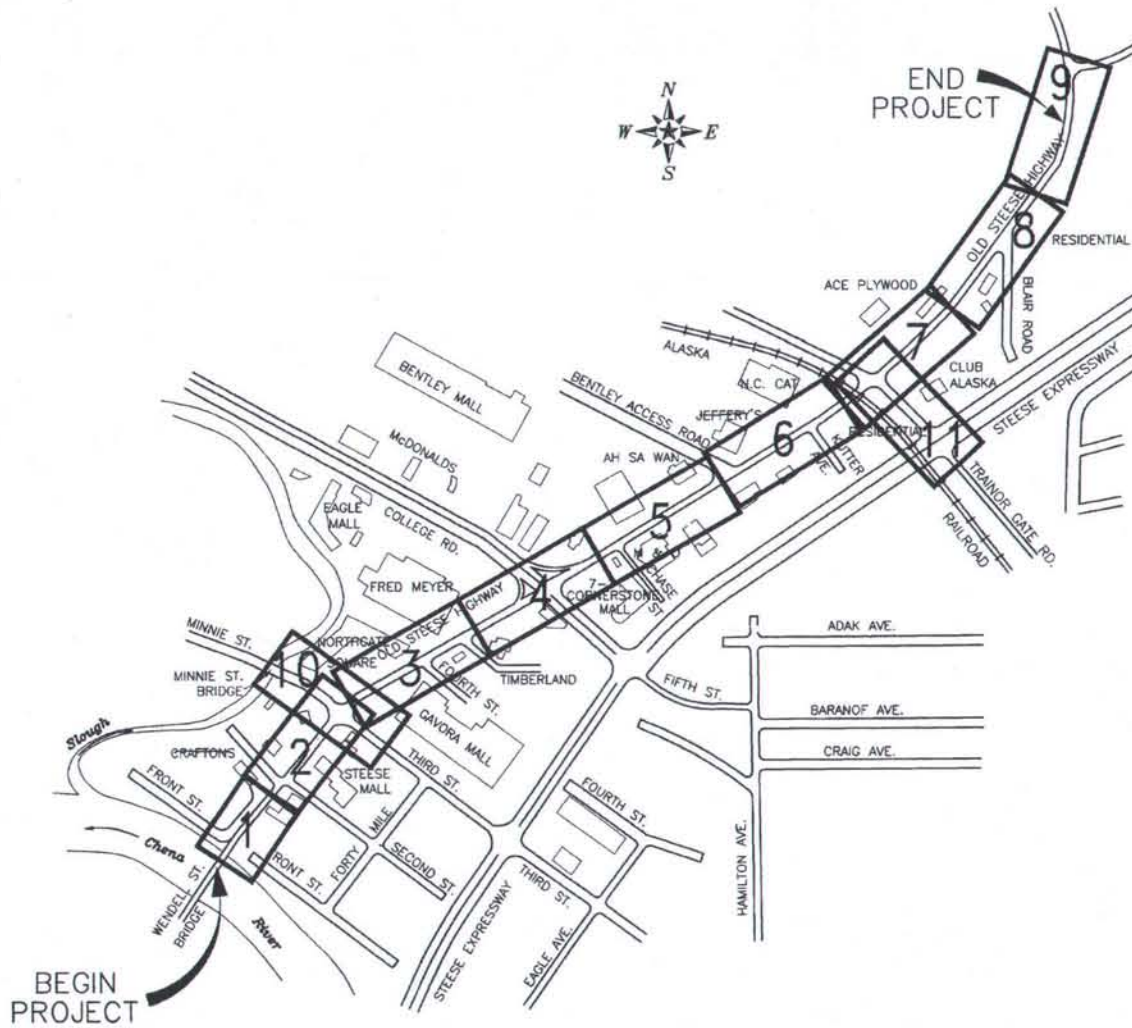
NOTE: LEGEND AND ABBREVIATIONS SHOWN ARE SUPPLEMENTAL TO ADOT STANDARD DRAWINGS, SHEET A-1. THESE SYMBOLS AND ABBREVIATIONS WILL SUPERCEDE A-1 WHERE THERE ARE CONFLICTS.

## LEGEND

EXISTING		PROPOSED		EXISTING		PROPOSED		EXISTING		PROPOSED	
SURVEY MONUMENT	⊕	⊕	⊕	CENTER LINE	———			RIP RAP			
PROPERTY CORNER	⊞	⊞	⊞	R.O.W. LINE	———			CONCRETE, ASPHALT OR GRAVEL WALK, DRIVEWAY OR PARKING AREA			GRAVEL
CATCH BASIN	□ ○	□ ○	□ ○	EASEMENT LINE	——— EM			VALLEY CUTTER			
FIRE HYDRANT	○	○	○	TEMPORARY CONSTRUCTION PERMIT LINE	——— TCP			TREE			
MANHOLE W/LID	⊙	⊙	⊙	FENCE WITH GATE POST	⊞—X—X—X	⊞—X—X—X		SHRUB			
FLUSHWELL	○	○	○	SANITARY SEWER LINE	—S—8"WSP—	—S—8"DIP—		BUILDING			#507
POWER POLE (WOOD)	○	○	○	STORM DRAIN LINE	—SD—12"CSP—	—SD—12"CSP—		STONE WORK			
POWER POLE W/LUMINAIRE	○	○	○	STEAM LINE	—ST—12"SP—	—ST—12"SP—		EDGE OF PAVEMENT	———	———	
METAL STREET LIGHT POLE	□	□	□	CONDENSATE LINE	—C—4"SP—	—C—4"SP—		DRIVEWAY			
GUY ANCHOR	←	←	←	WATER LINE	—W—10"DIP—	—W—10"DIP—		CURB CUT			24' C.C.
GUARD POSTS	••	••	••	HOT WATER LINE	—HW—10"SP—	—HW—10"SP—		CURB AND GUTTER			
POST INDICATOR VALVE	⊕	⊕	⊕	SEWER SERVICE	4"WSP —fSS	4"WSP —fSS		BACK OF SIDEWALK	———	———	
VALVE	△	△	△	WATER SERVICE	2-3/4" CU —fWS	2-3/4" CU —fWS					
REDUCER	□	□	□	STEAM SERVICE	1-2"ST —fSTS	1-2"ST —fSTS					
SIGN	+	+	+	HOT WATER SERVICE	1-2"SUP —fHWS	1-2"SUP —fHWS					
THAW WIRE BOX	○	○	○	TELEPHONE DUCT BANK	—T—T—T—T—	—T—T—T—T—					
CATCH BASIN (TYPE IV)	⊞	⊞	⊞	ELECTRIC LINE	—E—E—E—E—	—E—E—E—E—					
FENCE POST	⊞	⊞	⊞	GUARDRAIL							
MAIL BOX	□	□	□	CULVERT							
STREET LIGHT OR TRAFFIC CONTROL BOX	○	○	○	RIVER OR CREEK			Chena River				
PROPERTY CORNER SET AS PART OF THE RECORD OF SURVEY	⊞	⊞	⊞								

## ABBREVIATIONS

ABD - ABANDONED	FG - FINISH GRADE	NC - NORMALLY CLOSED	S - SLOPE
AC - ASPHALT CONCRETE	FH - FIRE HYDRANT	NE - NORTHEAST	S - SOUTH
AP - ANGLE POINT	FL - FLOW LINE	NW - NORTHWEST	SE - SOUTHEAST
BK SDWK - BACK OF SIDEWALK	FLG - FLANGE	N - NORTH	SM - SEWER MAIN
BLDG - BUILDING	FOC - FACE OF CURB	N.I.C. - NOT IN CONTRACT	SCH - SCHEDULE
BL - BASELINE	FRM - FRAME	OD - OUTSIDE DIAMETER	SD - STORM DRAIN
BOP - BEGINNING OF PROJECT	FW - FLUSHWELL	OG - ORIGINAL GROUND	SI - STREET INTERSECTION
BV - BUTTERFLY VALVE	G - GUTTER	PRC - PROPERTY CORNER	SL - STREET LIGHT
C - CONDENSATE	GP - GRADE POINT	PC - POINT OF CURVATURE	SP - STEEL PIPE
CABC - CRUSHED AGGREGATE BASE COURSE	GRP - GUARD POST	PCC - POINT OF COMPOUND CURVE	SS - SEWER SERVICE
CB - CATCH BASIN	GR - GRADE	PI - POINT OF INTERSECTION	ST - STEAM
CC - CURB CUT	GRT - GRATE	PIV - POST INDICATOR VALVE	STA - STATION
CI - CAST IRON	GV - GATE VALVE	PL - PROPERTY LINE	STS - STEAM SERVICE
CL - CENTER LINE	HB - HORIZONTAL BEND	POT - POINT ON TANGENT	SW - SOUTHWEST
CONC - CONCRETE	HDPE - HIGH DENSITY POLYETHYLENE	PP - POWER POLE	T - TELEPHONE
CS - CONDENSATE SERVICE	HPS - HIGH PRESSURE SODIUM LUMINAIRE	PT - POINT OF TANGENCY	TC - TOP OF CURB
CSP - CORRUGATED STEEL PIPE	HWR - HOT WATER RETURN	PLVC - POLYVINYL CHLORIDE	TCP - TRAFFIC CONTROL PLAN
D - DUCT BANK	HWS - HOT WATER SUPPLY	PVC - POINT OF VERTICAL CURVATURE	TOC - TOP OF CONDUIT
DIP - DUCTILE IRON PIPE	HWSS - HOT WATER SERVICE SUPPLY	PM - POINT OF VERTICAL INTERSECTION	TOP - TOP OF PIPE
DL - DITCH LINE	ID - INSIDE DIAMETER	PVT - POINT OF VERTICAL TANGENCY	TYP - TYPICAL
DG - DOWN GUY	IE - INVERT ELEVATION	PVMT - PAVEMENT	UG - UNDERGROUND
DW - DRIVEWAY	INS - INSULATION	R - RADIUS	VB - VERTICAL BEND
E - EAST	L - LENGTH OF CURVE	RTDL - RIGHT DITCH LINE	VC - VERTICAL CURVE
e - SUPERELEVATION	LTDL - LEFT DITCH LINE	RMC - RIGID METAL CONDUIT	W - WEST
EA - EACH	LT - LEFT	ROW - RIGHT OF WAY	WM - WATER MAIN
ELEV - ELEVATION	LF - LINEAL FEET	RPM - REINFORCED PLASTIC MORTAR	WS - WATER SERVICE
EOP - END OF PROJECT	MAX - MAXIMUM	R&R - REMOVE AND REPLACE	WSP - WOOD STAVE PIPE
EP - EDGE OF PAVEMENT	MB - MAILBOX	RT - RIGHT	
ES - END SECTION	MH - MANHOLE		
EXIST - EXISTING	MIN - MINIMUM		
	MON - MONUMENT		
	MV - MERCURY VAPOR LUMINAIRE		



### SHEET LAYOUT INDEX

AS-BUILT PLANS

INITIALS *[Signature]* DATE *[Date]*



CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
SHEET INDEX, ABBREVIATIONS, LEGEND

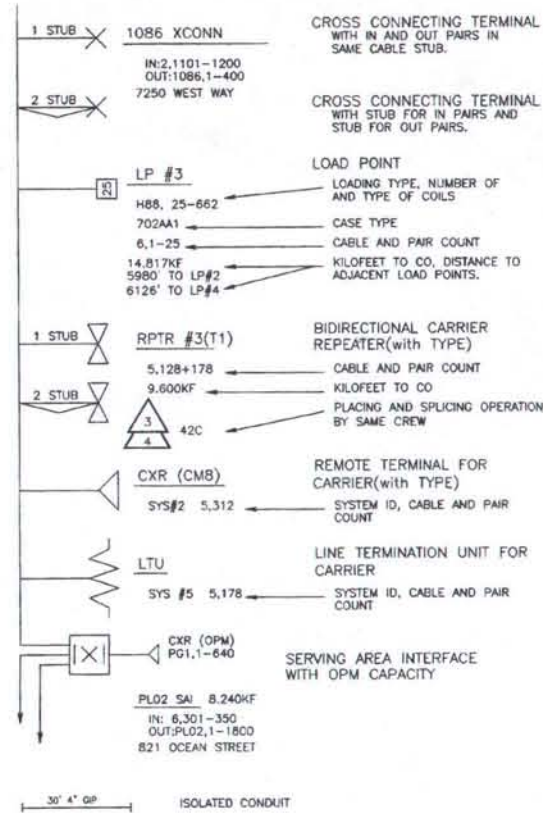
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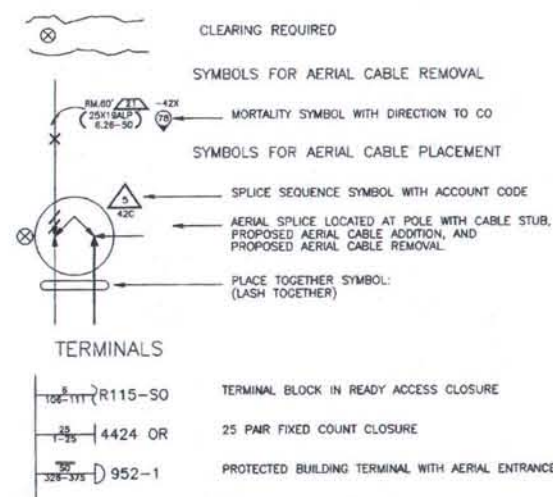
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	3	124

# LEGEND

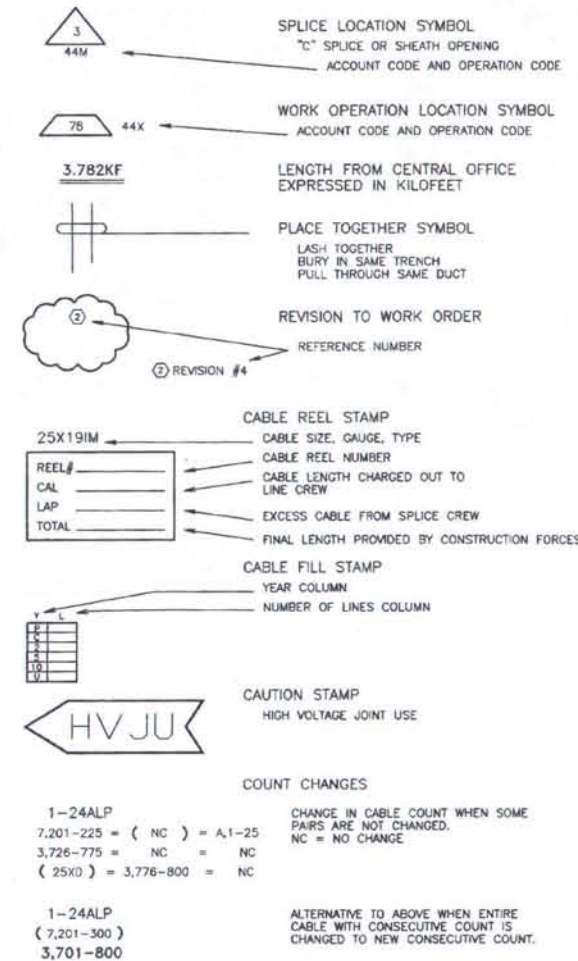
## COMMON TELEPHONE PLANT SYMBOLS



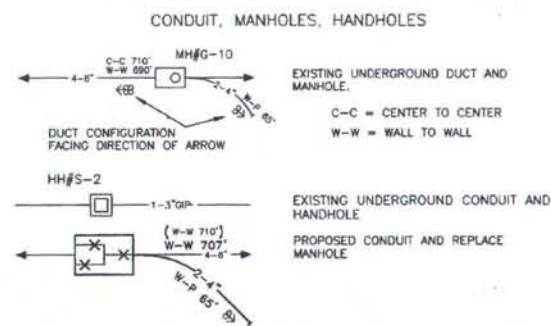
## AERIAL PLANT SYMBOLS



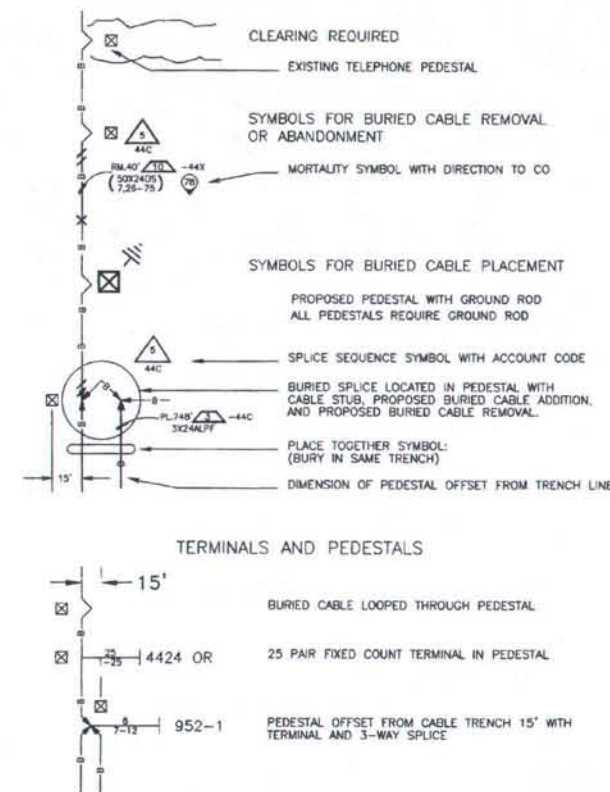
## WORK OPERATION SYMBOLS



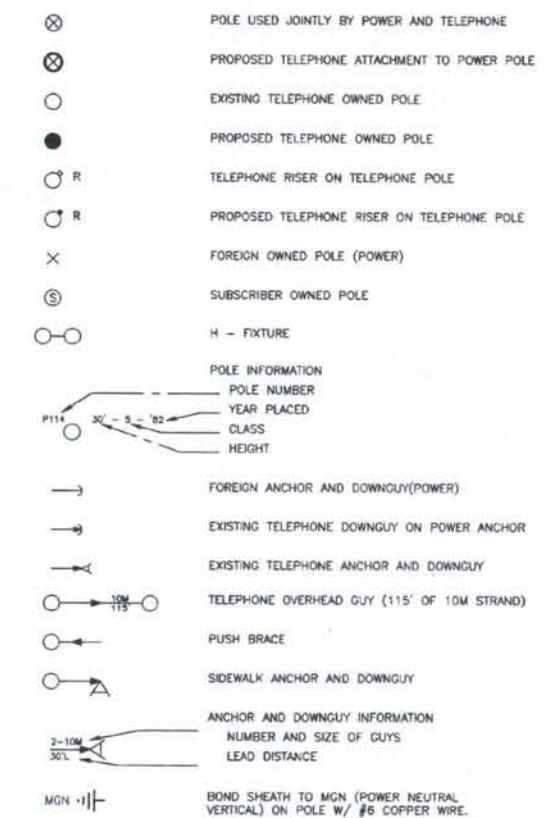
## UNDERGROUND PLANT SYMBOLS



## BURIED PLANT SYMBOLS

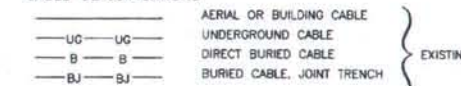


## POLE LINE SYMBOLS



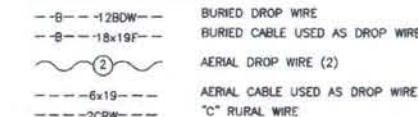
## ABBREVIATIONS

### CABLE CLASSIFICATIONS

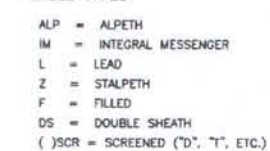


### HEAVY LINES ARE PROPOSED ON NEW CONSTRUCTION

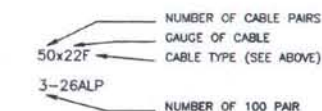
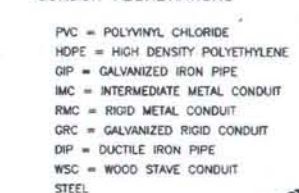
### WIRE AND DROP CLASSIFICATIONS



### CABLE TYPES



### CONDUIT ABBREVIATIONS



DATE	REVISION	BY

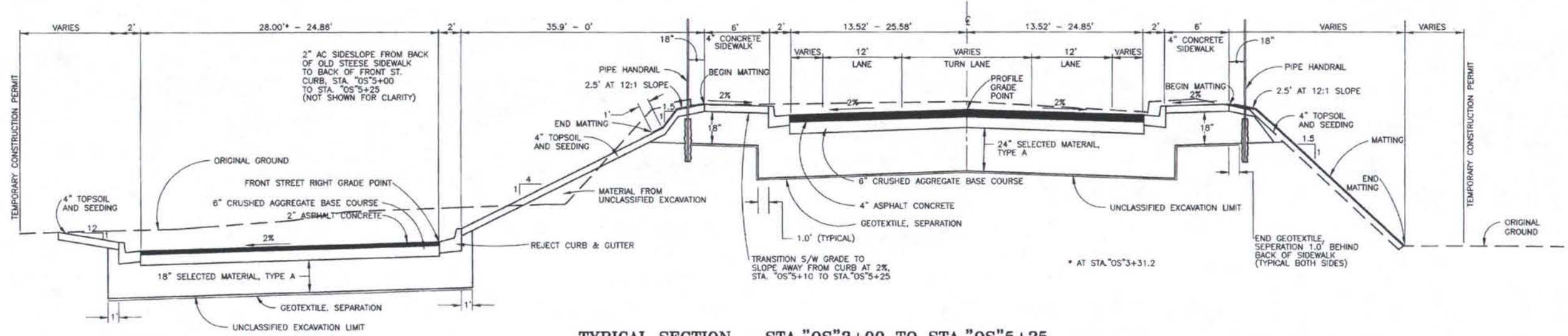
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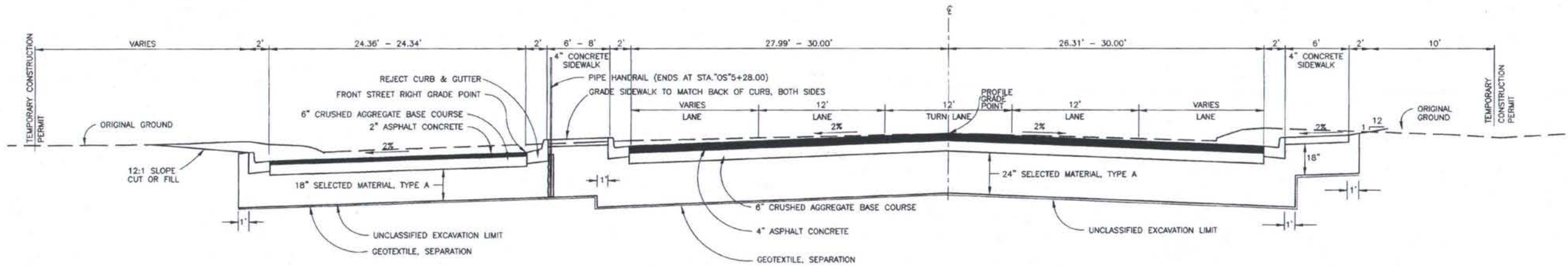
CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
TELEPHONE LEGEND, ABBREVIATIONS

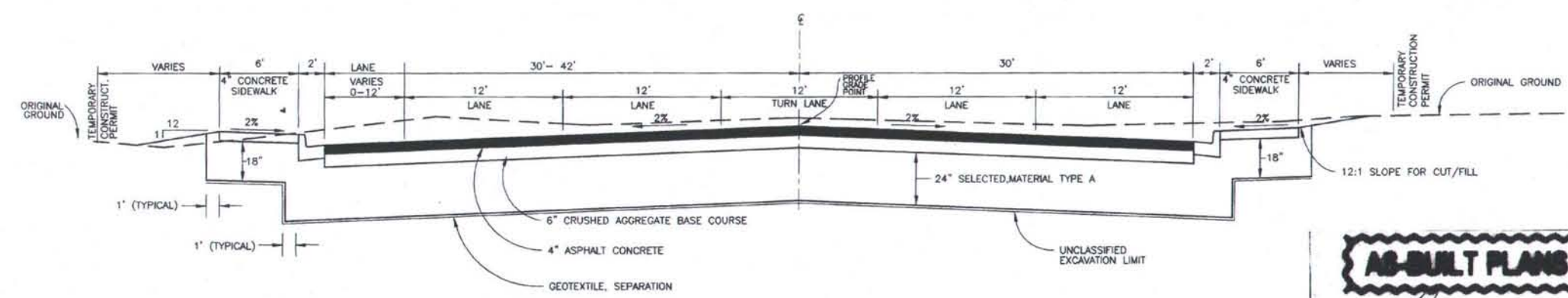
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	4	124



TYPICAL SECTION - STA."OS"3+00 TO STA."OS"5+25



TYPICAL SECTION - STA."OS"5+25 TO STA."OS"6+50



TYPICAL SECTION - STA."OS"6+50 TO STA."OS"22+90

**AS-BUILT PLANS**  
 INITIALS *Ca* DATE *5/26/99*



3/13/97	TYPICALS	CHR
5/6/99	MINOR CHANGES	AC
5/26/99	DELETED LIFT STATION PAD	MJN
DATE	REVISION	BY

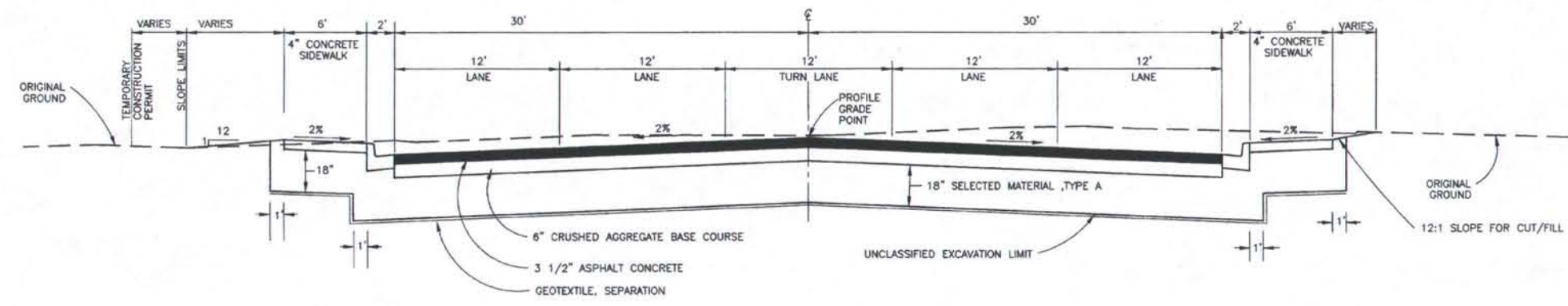
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**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

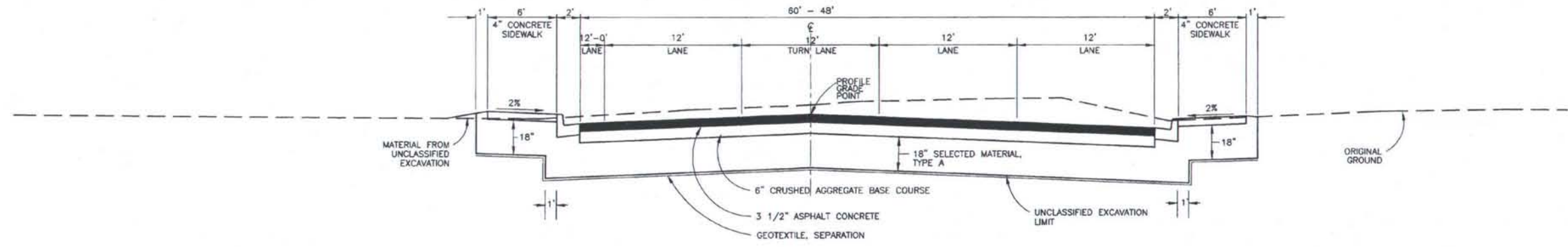
**OLD STEESE HIGHWAY RECONSTRUCTION**  
 TYPICAL SECTIONS

TS1

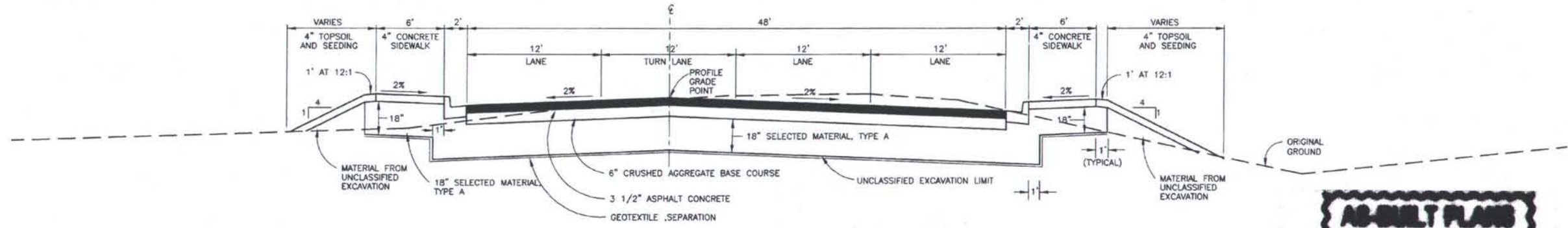
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	5	124



TYPICAL SECTION - STA."OS2"22+90 TO STA."OS2"32+91



TYPICAL SECTION - STA."OS"32+91 TO STA."OS"34+50



TYPICAL SECTION - STA."OS"34+50 TO STA."OS"35+66

**AS-BUILT PLANS**

INITIALS \_\_\_\_\_ DATE \_\_\_\_\_



DATE	REVISION	BY
3/12/97	TYPICALS	CHR
5/6/99	MINOR CHANGES	AC

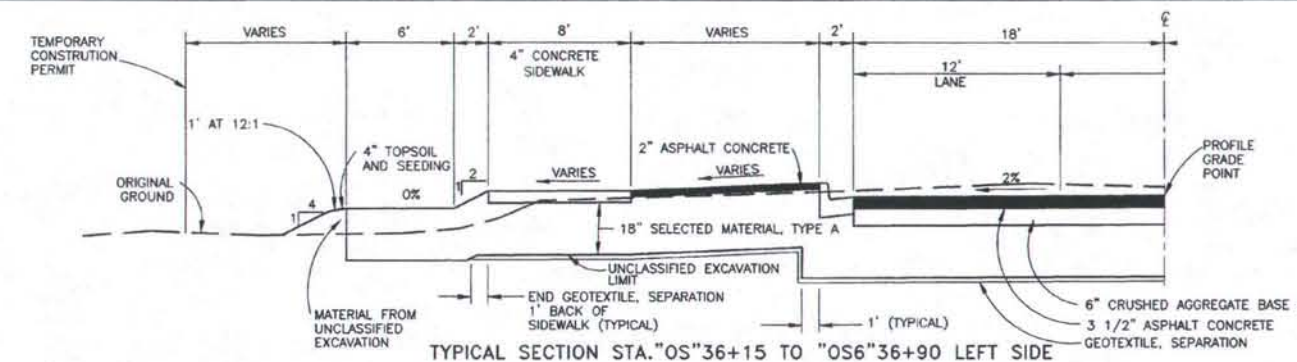
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CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

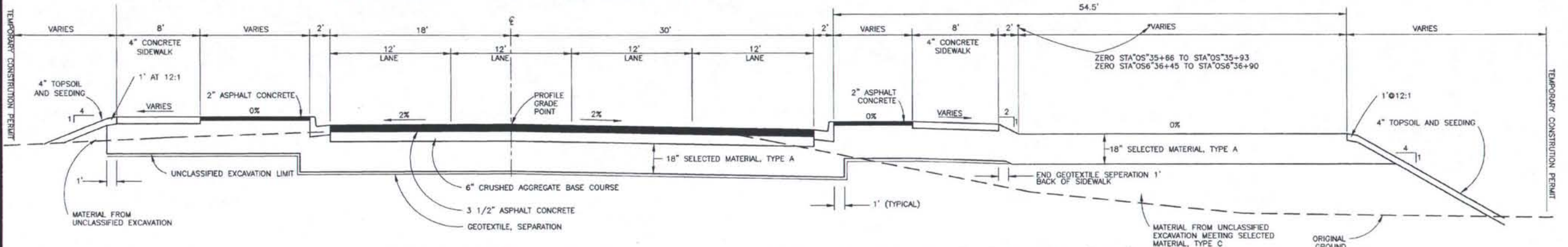
OLD STEESE HIGHWAY RECONSTRUCTION  
TYPICAL SECTIONS

TS2

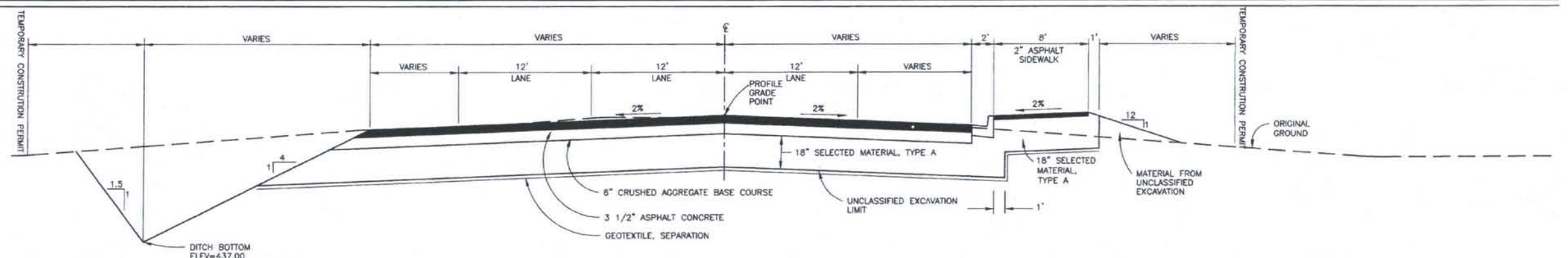
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ALASKA	F-M-0672(1)	1999	6	124



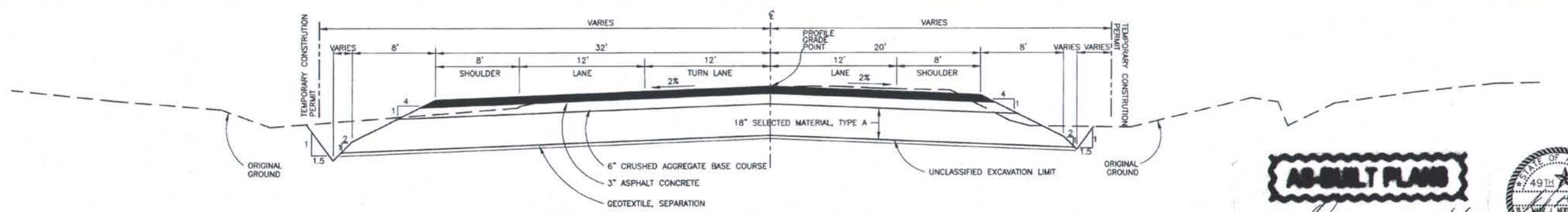
TYPICAL SECTION STA."OS"36+15 TO "OS6"36+90 LEFT SIDE



TYPICAL SECTIONS - STA."OS"35+66 TO "OS"36+15 LEFT SIDE- STA."OS"35+66 TO "OS6"36+90 RIGHT SIDE



TYPICAL SECTION - STA."OS6"36+90 TO STA."OS6"38+47



TYPICAL SECTION - STA."OS6"38+47 TO EOP

**AS-BUILT PLANS**  
 INITIALS *[Signature]* DATE *5/6/99*



DATE	REVISION	BY
3/10/97	TYPICAL	CHB
5/6/99	MINOR CHANGES	AC

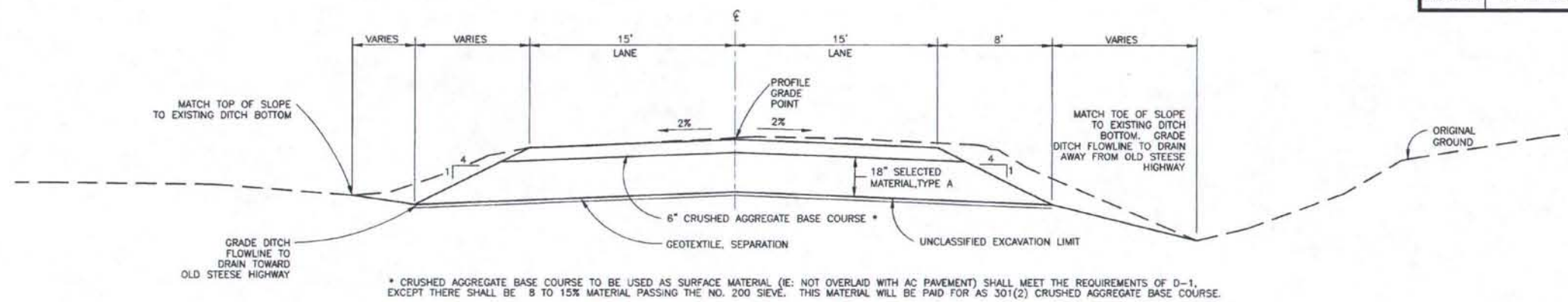
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**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

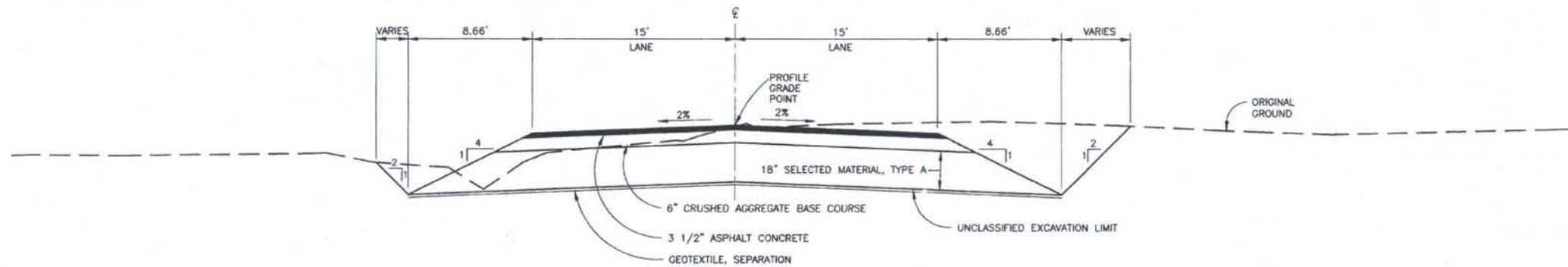
**OLD STEESE HIGHWAY RECONSTRUCTION**  
 TYPICAL SECTIONS

**TS3**

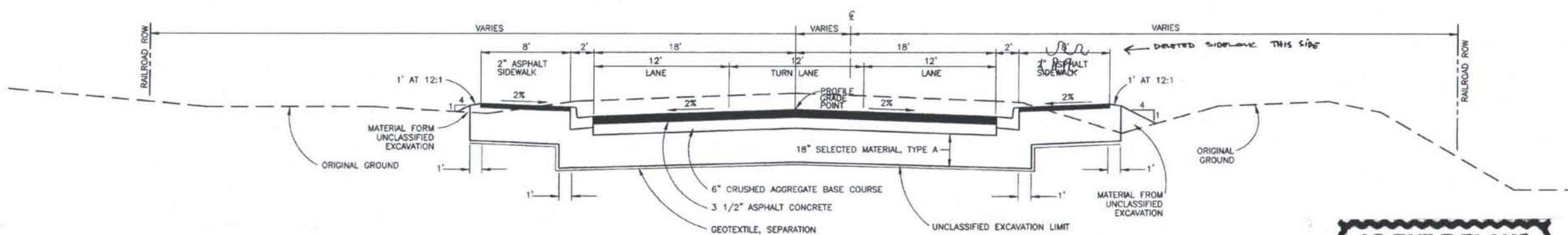
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	7	124



TYPICAL SECTION - STA."TG"8+90 TO "TG"9+25



TYPICAL SECTION - STA."TG"9+25



TYPICAL SECTION - STA."TG"10+80 TO STA."TG"12+88

**AS-BUILT PLANS**  
 DATE *add date*



DATE	REVISION	BY
2/10/99	CHANGE TGR CENTERLINE	MJN
5/6/99	MINOR CHANGES	AC
3/10/97	TYPICALS	CHB

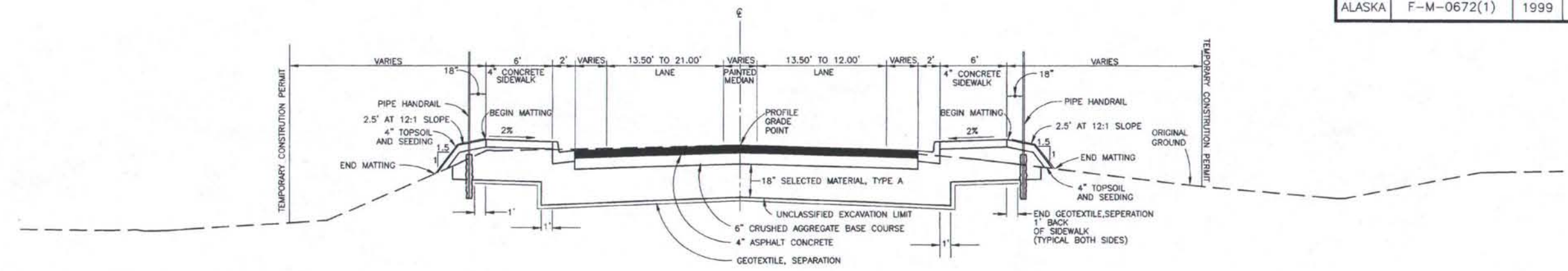
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**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

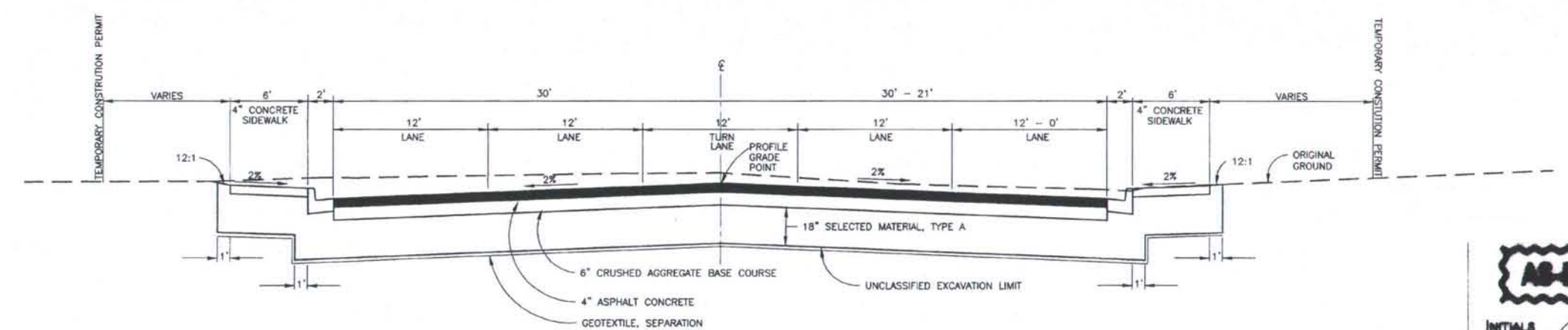
**OLD STEESE HIGHWAY RECONSTRUCTION**  
 TYPICAL SECTIONS

TS4

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	8	124

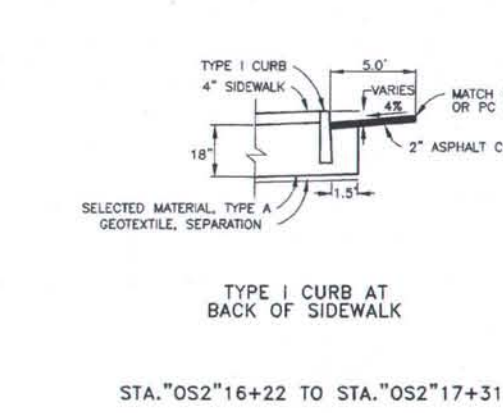
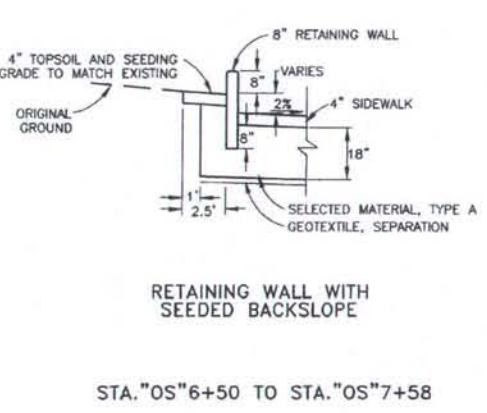
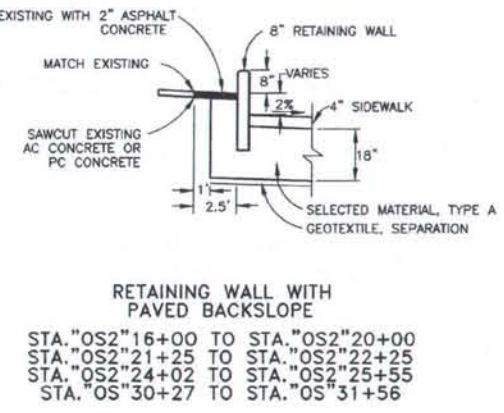
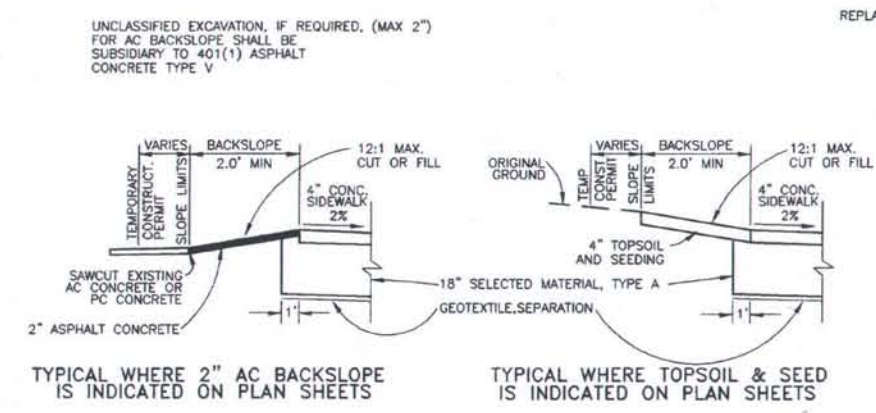


TYPICAL SECTION - STA. "MS"7+00 TO STA. "MS"8+33



TYPICAL SECTION - STA. "MS"8+33 TO STA. "MS"9+15 AND STA. "MS"10+90 TO STA. "MS"12+75

**AS-BUILT PLANS**  
 INITIALS *[Signature]* DATE *[Date]*



SPECIAL SECTIONS - BACK OF SIDEWALK



3/10/97	TYPICALS	CHR
5/6/99	MINOR CHANGES	AC
DATE	REVISION	BY

DESIGNED: MJN	FILE NAME: OSTSS
DRAWN: STAFF	PLOT FACTOR: 5
CHECKED: OSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: N/A

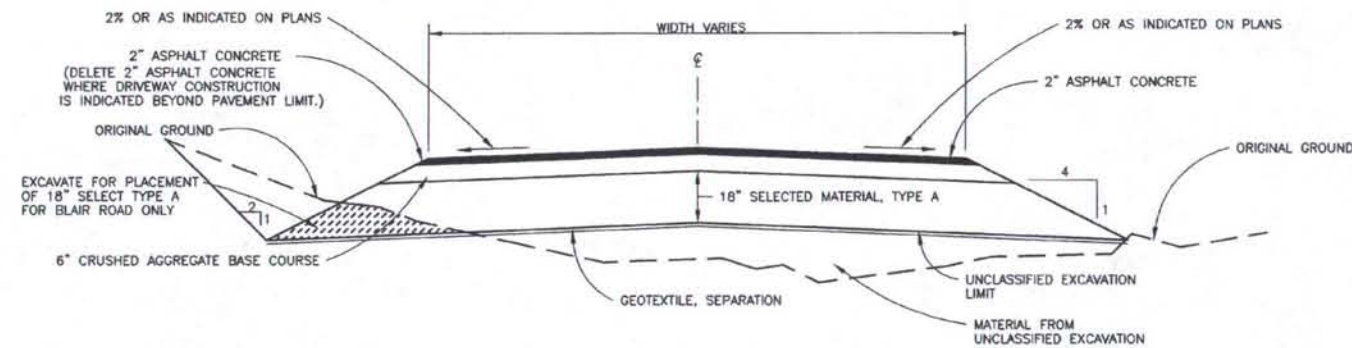
CITY OF FAIRBANKS, ALASKA  
 ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
 TYPICAL SECTIONS

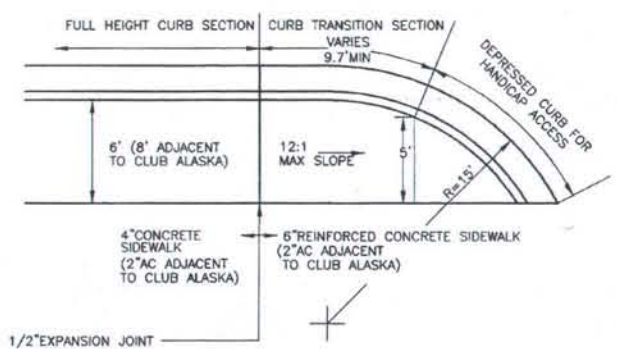
TS5



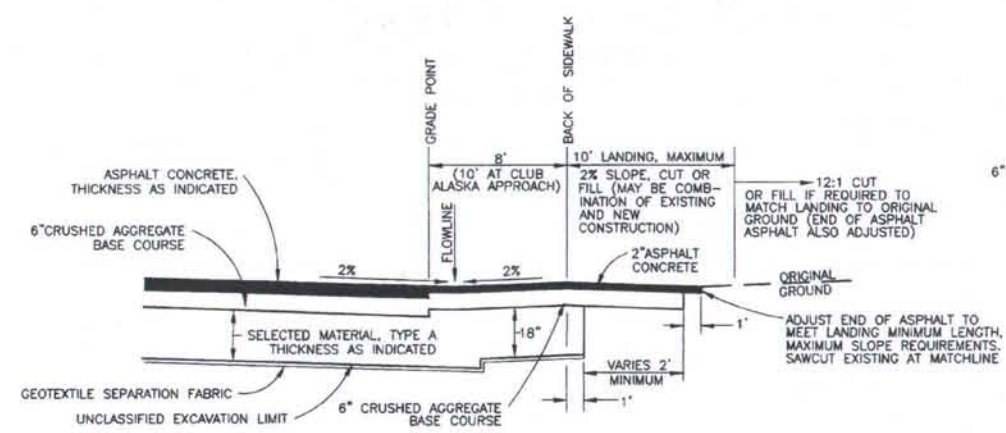
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	9	124



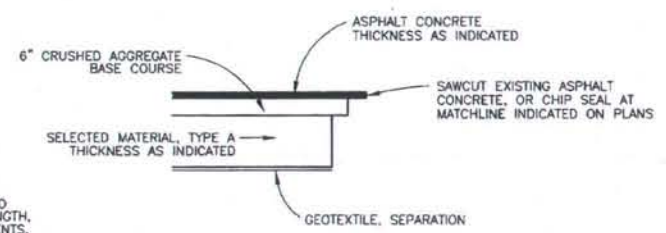
**BLAIR ROAD AND TYPICAL DRIVEWAY APPROACH**



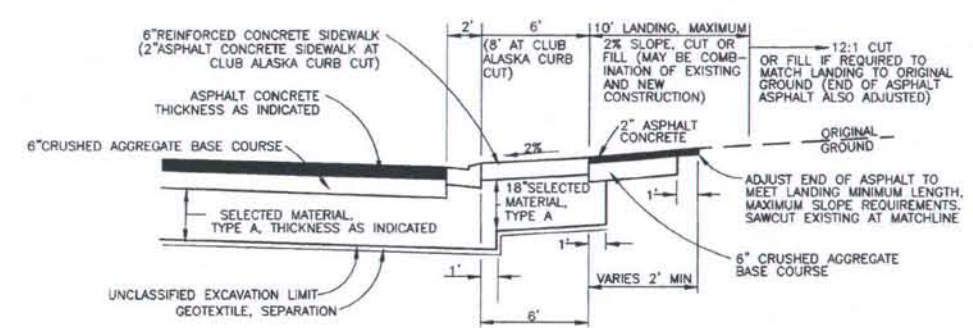
**CURB RETURN DETAIL**



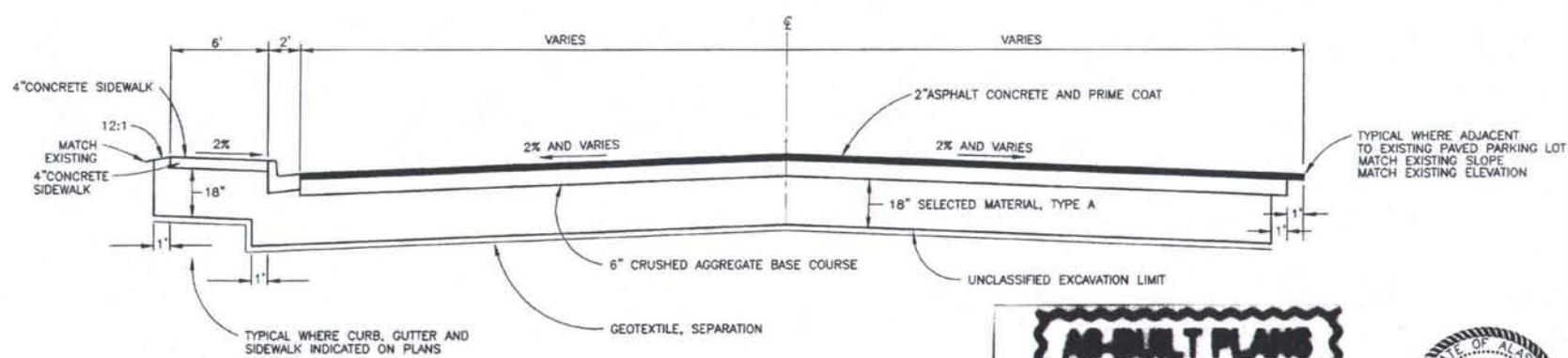
**APPROACH AT CURB RETURN**



**END OF NEW CONSTRUCTION AT MATCHLINE**



**APPROACH AT CURB CUT**



**TIMBERLAND DR. ACCESS DETAIL**

**AS-BUILT PLANS**

INITIALS *AC* DATE *03/06/00*



DATE	REVISION	BY
3/13/97	TYPICALS	CHB
6/26/97	REVISED APPROACH DETAIL	MJN
5/6/99	MINOR CHANGES	AC

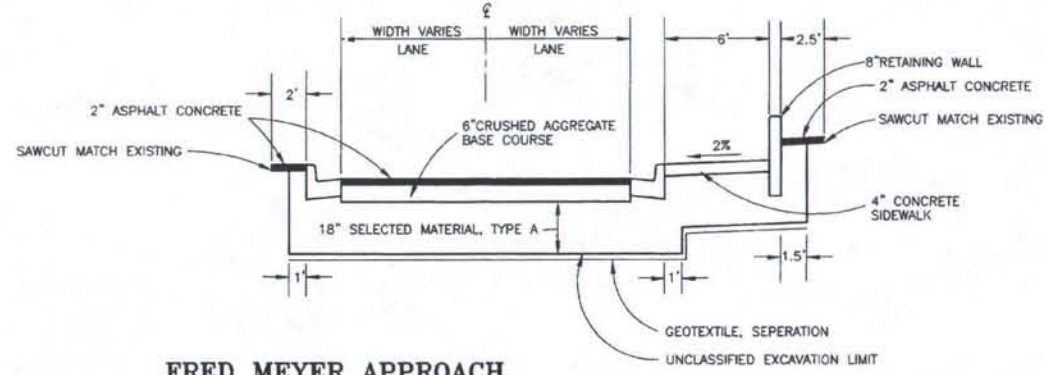
DESIGNED: MJN	FILE NAME: OST56
DRAWN: STAFF	PLOT FACTOR: 5
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: N/A

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

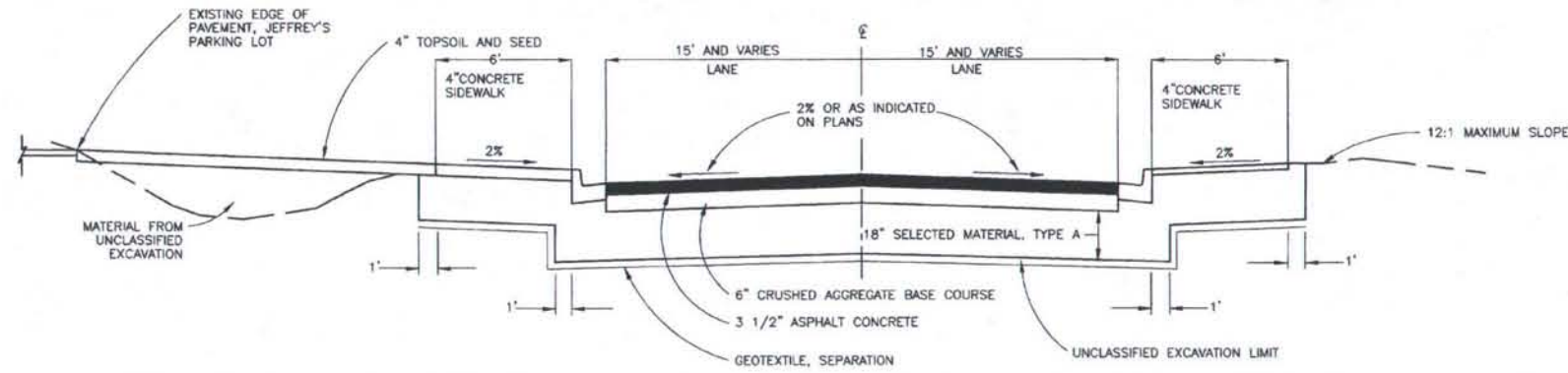
**OLD STEESE HIGHWAY RECONSTRUCTION**  
TYPICAL SECTIONS

**TS6**

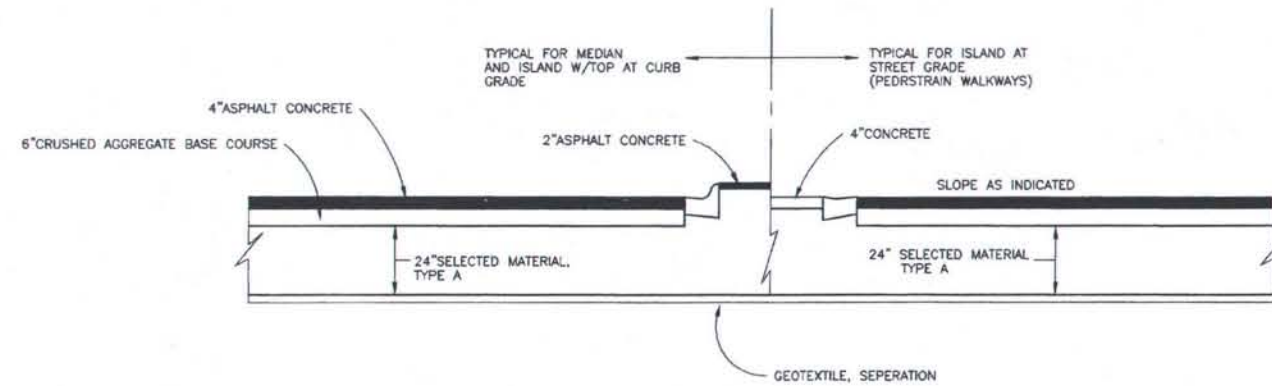
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	10	124



**FRED MEYER APPROACH**



**BENTLEY ACCESS APPROACH**



**MEDIAN AND ISLAND AT COLLEGE ROAD INTERSECTION**

**AS-BUILT PLANS**

INITIALS *SL* DATE *02/10/00*



DATE	REVISION	BY
3/12/97	TYPICALS	CHB
5/6/99	MINOR CHANGES	AC

DESIGNED: MJN	FILE NAME: OST57
DRAWN: STAFF	PLOT FACTOR: 5
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: N/A

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
TYPICAL SECTIONS

**TS7**





STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	12 A	

NEW ITEMS			ESTIMATE OF QUANTITIES												
ITEM NO.	DESCRIPTION	PAY UNIT	SHEET IDENTIFICATION NUMBER											QUANTITY	
			1	2	3	4	5	6	7	8	9	10	11		
627(5-2A)	264 L.F. DUAL 1" WS	LUMP SUM													ALL REQUIRED
401(1A)	AC PAVEMENT, TYPE II, CLASS "B"	TON													1200
627(5-14)	HYDRANT RELOCATION- STA. "FS" 10+92.88	LUMP SUM													ALL REQUIRED
626(12)	PIPE SYSTEM COMPLETE	LUMP SUM													ALL REQUIRED
626(13)	ENVIRONMENTAL MONITORING OF EXCAVATED MATERIAL	CONTINGENT SUM													ALL REQUIRED
301(2A)	CRUSHED AGG. BASE C. L.S.	LUMP SUM													ALL REQUIRED
301(2B)	CRUSHED AGG. BASE C. TON	TON													1200
662A(4A)	MODIFIED POLE SUPPORTS, L.S.	LUMP SUM													ALL REQUIRED
626(7A)	LIFT STATION WATER LEVEL MONITORS	LUMP SUM													ALL REQUIRED
660(3A)	POLE WIDENING, L.S.	LUMP SUM													ALL REQUIRED
627(5-14)	RADIO SHACK 1" WS PIPE	LUMP SUM													ALL REQUIRED
660(3B)	EXPEDITED & TEMPORARY LIGHTING, L.S.	LUMP SUM													ALL REQUIRED
662(72)	TELEPHONE POLE	LUMP SUM													ALL REQUIRED
662(74)	THAW EXISTING DUCT BANK	LUMP SUM													ALL REQUIRED
662(73)	25 SLOT REPEATER HOUSING	LUMP SUM													ALL REQUIRED
662(39)	FIBERGLASS PEDESTAL MARKER	EACH													26
662A(5)	UNINSULATED 4/0 GND WIRE	LUMP SUM													ALL REQUIRED
607(5)	PEDESTRIAN FENCING CO #15	LUMP SUM													ALL REQUIRED
611(3)	STORM DRAIN OUTFALL STABILIZATION	LUMP SUM													ALL REQUIRED
660(12A)	REVISED SIGNAL SYSTEMS (T.G./STEESE EXPWY)	LUMP SUM													ALL REQUIRED
603(1-30A)	VIDEO INSPECTION 30 INCH CMP	LUMP SUM													ALL REQUIRED
643(2A)	TRAFFIC MAINTENANCE, BREAKUP WORK	LUMP SUM													ALL REQUIRED
660(3C)	EXISTING LIGHT MODIFICATION	LUMP SUM													ALL REQUIRED
660(3D)	RELOCATE POWER POLE	LUMP SUM													ALL REQUIRED
639(2)	MODIFY APPROACH	LUMP SUM													ALL REQUIRED
608(2)	WIRE MESH REINFORCEMENT	LUMP SUM													ALL REQUIRED
609(2)	CONCRETE CURB ADJUSTMET	LUMP SUM													ALL REQUIRED
609(3)	CONCRETE WALL ADJUSTMENT	LUMP SUM													ALL REQUIRED
660(12B)	INTER. SIGNALIZATION, STEESE EXPWY/TRAINOR GATE	LUMP SUM													ALL REQUIRED
660(13A)	NEW DETECTION LOOPS NO. 22 & 23	LUMP SUM													ALL REQUIRED
660(13B)	NEW DETECTION LOOP NO. 53	LUMP SUM													ALL REQUIRED
604(5B)	NEW INLETS	LUMP SUM													ALL REQUIRED
660(1C)	NEW SIGNAL POLE BASE 4A	LUMP SUM													ALL REQUIRED
643(2A)	TRAFFIC MAINTENANCE EXTENSION	PP													4
644(1A)	OFFICE TIME EXTENSION	PP													4
660(1D)	NEW PEDESTRIAN POLE 7B	LUMP SUM													ALL REQUIRED
609(4)	CONCRETE RETAINING WALL EXTENSION	LUMP SUM													ALL REQUIRED
401(1B)	PAVEMENT REPAIR	LUMP SUM													ALL REQUIRED
625(1A)	PIPE HANDRAIL ADJUSTMENT	LUMP SUM													ALL REQUIRED
660(15)	REMOVE LUMINAIRES	LUMP SUM													ALL REQUIRED
609(4)	NORTHGATE CURB WALL	LUMP SUM													ALL REQUIRED
629(2)	NEW FUTURE USE SLEEVE	LUMP SUM													ALL REQUIRED
660(16)	RESTORE BUSINESS LIGHTING	LUMP SUM													ALL REQUIRED
670(12A)	ADDITIONAL METHLMETHACRYLATE	LUMP SUM													ALL REQUIRED
403(3)	CSS-1 TACK COAT	LUMP SUM													ALL REQUIRED
608(3)	ADDITIONAL CONCRETE WORK	LUMP SUM													ALL REQUIRED
606(1)	G/R STEESE EXPWY/TG RD	LUMP SUM													ALL REQUIRED
604(5C)	STORM DRAIN SYSTEM EXTENSION	LUMP SUM													ALL REQUIRED
660(17)	ELECTRICAL CLEANUP	LUMP SUM													ALL REQUIRED
627(11)	ADD'L UTILITY & SITE WORK	LUMP SUM													ALL REQUIRED
670(11)	EXTRA RR XING MARKINGS	LUMP SUM													ALL REQUIRED
662(88)	2400 PR. CABLE INSTALLATION	LUMP SUM													ALL REQUIRED
611(4)	MINNIE ST. OUTFALL REPAIR	LUMP SUM													ALL REQUIRED
615(5)	NEW FRONT STREET SIGNS	LUMP SUM													ALL REQUIRED
615(6)	SIGNS NO. 24 & 29 RELOCATION	LUMP SUM													ALL REQUIRED
670(55)	MM PAINT SKIP REMOVAL	LUMP SUM													ALL REQUIRED
660(12C)	PEDESTRIAN SIGNAL REMOVAL	LUMP SUM													ALL REQUIRED
203(6A)	BORROW SELECT 'A'	Lump Sum													

**AS-BUILT PLANS**

INITIALS *ca* DATE *03/26/02*







604(1) STORM DRAIN MANHOLE SUMMARY

SHEET	STRUCTURE NO.	TYPE 72"	TYPE 48"	STATION	OFFSET	TOP OF CASTING	INVERT	COMMENTS
P2	SDMH 1	2		OS 6+39.7	64.1 LT	436.11	430.85	TO CB 1
							433.09	FROM CB 2
							433.05	FROM CB 3
							431.19	FROM SDMH 2
P2	SDMH 2	2		OS 6+44.6	27.4 RT	436.59	431.38	TO SDMH 1
							433.43	FROM CB5
							431.61	FROM CB6
							433.98	FROM CB4
P2	SDMH 3	2		OS 9+98.7	20.5 LT	436.07	429.38	TO SDMH 5
							429.43	FROM SDMH 6
							430.70	FROM SDMH 4
							432.01	FROM CB 9
P2	SDMH 4	2		OS 10+01.8	31.0 RT	435.82	430.86	TO SDMH 3
							423.05	FROM CB 12
							430.91	FROM STUB
							432.45	FROM CB 10
P3	SDMH 6	2		OS 11+46.4	7.4 LT	435.83	429.93	TO SDMH 3
							432.53	FROM CB 13
							429.98	FROM SDMH 7
							432.69	FROM CB 14
P3	SDMH 7	2		OS 14+00	7.2 LT	436.00	430.48	TO SDMH 6
							432.71	FROM CB 15
							430.48	FROM SDMH 8
							432.92	FROM CB 16
P3	SDMH 8	2		OS2 15+79.4	6.6 LT	437.12	430.84	TO SDMH 7
							433.27	FROM CB 17
							433.72	FROM CB 19
							431.22	FROM SDMH E1
P4	SDMH E1			OS2 18+03.2	2.0 RT	438.30	431.63	TO SDMH 8
							431.63	FROM SDMH E2
								EXISTING FROM CB 21
								EXISTING FROM CB 22
P4	SDMH E2			OS2 21+50.4	18.6 RT	440.54	432.73	TO SDMH E1
							436.47	FROM CB 23
							432.79	FROM SDMH 9
							437.12	FROM CB 25
P5	SDMH 9	2		OS2 23+62.2	8.0 RT	440.92	433.22	TO SDMH E2
							437.00	FROM CB 26
							433.27	FROM SDMH 10
							434.37	FROM CB 27
P5	SDMH 10	2		OS2 25+85.0	17.0 RT	439.88	433.73	TO SDMH 9
							436.62	FROM CB 28
							434.21	FROM SDMH 11
							437.13	FROM CB 29

604(1) STORM DRAIN MANHOLE SUMMARY (CONT)

SHEET	STRUCTURE NO.	TYPE 72"	TYPE 48"	STATION	OFFSET	TOP OF CASTING	INVERT	COMMENTS
P5	SDMH 11		2	OS2 28+00.2	6.6 RT	440.14	434.60	TO SDMH 10
							434.65	FROM SDMH 12
							434.95	FROM CB 30
P6	SDMH 12	2		OS 29+50	6.0 RT	439.70	435.03	TO SDMH 11
							435.68	FROM CB 33
							435.08	FROM SDMH 13
P6	SDMH 13	2		OS 31+50	4.0 RT	439.14	435.58	TO SDMH 12
							436.14	FROM CB 35
							435.63	FROM SDMH 14
P6	SDMH 14	2		OS 33+20.6	5.0 RT	439.87	436.06	TO SDMH 13
							436.73	FROM CB 37
							436.39	FROM SDMH 15
P6	SDMH 15	2		OS 33+22.6	47.9 RT	439.30	436.60	TO SDMH 14
							436.68	FROM CB 39
							436.65	FROM STUB
							436.67	FROM CB 38
P7	SDMH 16	2		OS6 37+02.2	47.8 RT	442.16	437.12	TO OUTLET
							437.63	FROM CB 41
							437.35	FROM CB 43
							438.97	FROM CB 40
P10	SDMH 5	1		MS 8+35	0	439.02	427.91	TO OUTFALL
							427.96	FROM SDMH 3

603(1) INCH CORRUGATED STEEL PIPE (CULVERT)

SHEET	STATION	LOCATION	LENGTH (FT)				COMMENTS
			12"	18"	24"	30"	
P7	TG 9+40	C/L CROSSING				78	
P7	OS6 38+77	APPROACH LT				83	
P7	OS6 39+76	APPROACH RT	51				
P7	OS6 40+75	HYDRANT PAD RT	28				
P8	OS6 41+31	APPROACH RT	46				
P8	OS6 42+52	APPROACH RT	31				
P8	OS6 43+44	APPROACH RT	38				
P8	OS 43+75	C/L CROSSING		67			
P8	OS 45+14	C/L CROSSING		16			EXTENSION
P8 & P9	OS 46+91	APPROACH LT			30		
P8 & P9	OS 46+97	APPROACH RT		48			
P10	OS 47+30	C/L CROSSING			65		
		TOTAL	194	131	95	161	

**AS-BUILT PLANS**

INITIALS *ca* DATE *03/26/04*

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	15	124

614(2) MONUMENT CASES

SHEET	STATION	OFFSET	EACH	COMMENTS
P2	OS 5+55.11	3.21 LT	1	P.I.
P2	OS 6+49.38	0	1	P.T.
P2	OS 10+00	0	1	P.O.T.
P2	OS 10+92.88	4.75 LT	1	P.I.
P3	OS 15+55.70	0	1	P.O.T. BK = OS2 15+55.70 AHD
P4	OS2 20+02.57	20.41 RT	1	D.O.T.
P4	OS2 20+50.00	1.15 LT	1	P.I.
P5	OS2 23+77.27	1.82 RT	1	P.I.
P5	OS2 26+66.05	1.38 LT	1	P.I.
P5	OS2 27+80.98	1.38 RT	1	P.I.
P6	OS 32+91.02	0	1	P.I.
P7	OS 35+20.94	0	1	P.O.T.
P7	OS6 36+19.60	0	1	P.C.
P7	OS6 36+92.04	0	1	P.O.C. = TG 10+10.09 P.O.T.
P7	OS6 40+59.78	0	1	P.T.
P8	OS6 45+23.13	0	1	P.O.T.
P8	OS6 48+04.31	0	1	P.C.
P9	OS6 49+31.76	0	1	EOP
P10	MS 7+99.51	6.59 LT	1	P.I. BK (6.59 LT)
TOTAL			19	

NOTE: ALL OFFSET DISTANCES ARE BASED ON TRUE CENTERLINE STATION POSITION

626(2) FORCE MAIN CLEANOUT INSTALLATION

SHEET	ITEM	STATION	OFFSET	ELEVATION
SW3	9	OS 16+27.0	22.0 LT	437.11
SW3	10	OS 16+34.0	21.6 LT	437.16
SW3	11	OS 14+29.4	27.3 LT	435.78
SW4	12	OS2 17+82.8	14.0 LT	437.89
SW4	13	OS2 17+91.2	14.0 LT	437.05

FIRE HYDRANT FLANGE ELEVATIONS

SHEET	ITEM	STATION	OFFSET	ELEVATION
SW2	1	OS 6+18.5	45.9 RT	437.87
SW2	2	OS 9+22.6	40.6 RT	436.81
SW3	3	OS 12+32.9	40.0 LT	436.76
SW3	4	OS 14+85.0	41.0 LT	437.15
SW4	5	OS2 21+09.0	41.4 RT	441.34
SW5	6	OS2 23+22.6	40.5 LT	441.71
SW5	7	OS2 26+40.3	40.5 RT	440.87
SW5	8	OS2 28+30.0	40.0 LT	440.66
SW6	9	OS 30+26.0	34.3 LT	440.04
SW6	10	OS 32+15.7	40.0 LT	439.99
SW7	11	OS6 38+48.0	29.5 RT	442.50
SW7	12	OS6 40+74.0	34.0 RT	441.78
SW8	13	OS6 43+90.0	3.01 RT	440.96



CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
SUMMARY SHEET

S3

DESIGNED: GSC	FILE NAME: OSSUM3
DRAWN: STAFF	PLOT FACTOR: 1
CHECKED: MJN	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION:



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	16	124

**LIGHT POLE SUMMARY**

POLE NO.	STATION	LOCATION		WATTAGE	LOAD CENTER DESIGNATION	CIRCUIT	LUMINAIRE ARM LENGTH	FOOTING TYPE	REMARKS
		LT.	RT.						
IN-1	"OS"3+86.23		33.10	250	A	A	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
IN-3	"OS"3+60	32		EX. PM 1E-5	A / TC-1	A / T	EX. PM 1E-5		WOOD POLE TRAFFIC COUNT LOAD CENTER (APPROXIMATE LOCATION)
IE-3	"OS"4+86.92	69.22		400	A	A	8'		WOOD POLE
2N-1	"OS"5+83.63		40.24	400	A	A	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
2N-2	"OS"6+88.70		40.63	250	A	A	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
2N-5	"OS"8+37.72	39.00		250	A	A	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
2N-6	"OS"9+44.43		41.18	400	A	A	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
MSP-2	SEE SIGNAL PLAN SHEETS			400	A	A	15'		SIGNAL POLE
MSP-3	SEE SIGNAL PLAN SHEETS			400	A	A	15'		SIGNAL POLE
MSP-4	SEE SIGNAL PLAN SHEETS			400	A	A	15'		SIGNAL POLE
MSP-4	SEE SIGNAL PLAN SHEETS			400	A	A	15'		SIGNAL POLE
2N-7	"OS"10+52.19		40.78	400	A	A	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
2N-10	"OS"6+74.73	51.28		400	A	A	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
3N-2	"OS"12+23.76	41.00		400	A	A	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
3N-3	"OS"13+98.24	39.00		250	A	A	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
3N-5	"OS"14+76.44	39.00		400	B	B	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
3N-6	"OS"16+59.47		40.70	400	B	B	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
4N-2	"OS"2"18+09.74	39.67		250	B	B	10'	III	METAL POLE, TIP LUMINAIRE UP 2.5 DEGREES
4N-3	"OS"2"19+39.08		45.95	400	B	B	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
CSP-4	SEE SIGNAL PLAN SHEETS			400	CS-ILL	S1	15'		SIGNAL POLE OVER "OS2"
CSP-4	SEE SIGNAL PLAN SHEETS			250	CS-ILL	S1	15'		SIGNAL POLE OVER "CR"
CSP-3	SEE SIGNAL PLAN SHEETS			400	CS-ILL	S1	15'		SIGNAL POLE
CSP-1	SEE SIGNAL PLAN SHEETS			400	CS-ILL	S1	15'		SIGNAL POLE OVER "CR"
CSP-1	SEE SIGNAL PLAN SHEETS			250	CS-ILL	S1	15'		SIGNAL POLE OVER "OS2"
CSP-2	SEE SIGNAL PLAN SHEETS			250	CS-ILL	S1	15'		SIGNAL POLE OVER "CR"
CSP-2	SEE SIGNAL PLAN SHEETS			400	CS-ILL	S1	15'		SIGNAL POLE OVER "OS2"
4N-6	"OS"2"21+07.54	51.00		250	B	B	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
4N-5	"OS"2"22+33.71	39.83		250	C	C	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES, LOAD CENTER C
5N-7	"OS"2"23+37.87	39.00		400	C	C	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
5N-2	"OS"2"24+88.37		39.00	250	C	C	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
5N-4	"OS"2"26+14.23	39.00		250	C	C	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
5N-5	"OS"2"28+26.69	39.00		400	C	C	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
6N-6	"OS"2"29+67.44	39.00		400	C	C	10'	III	METAL POLE, TIP LUMINAIRE UP 2.5 DEGREES
6N-2	"OS"31+27.10	39.00		250	C	C	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
6N-7	"OS"32+89.59	39.00		400	C	C	10'	III	METAL POLE, TIP LUMINAIRE UP 2.5 DEGREES
6N-5	"OS"34+81.21	39.00		250	C	C	10'		WOOD POLE, TIP LUMINAIRE UP 2.5 DEGREES
7N-6	"OS"6"36+64.25	64.33		400	D	D	14'	III	METAL POLE
7N-5	"OS"6"37+52.84	77.53			D				WOOD POLE ILLUMINATION LOAD CENTER D, CIRCUIT D
7N-2	"OS"6"37+55.00	37.00		400	D	D	16'	III	METAL POLE
7N-3	"OS"6"38+95.00		25.00	250	D	D	16'	III	METAL POLE
7N-4	"OS"6"40+35.00	37.00		250	D	D	16'	III	METAL POLE
8N-1	"OS"6"41+75.00	37.00		250	D	D	16'	III	METAL POLE
8N-2	"OS"6"43+15.00	37.00		250	D	D	16'	III	METAL POLE
8N-3	"OS"6"44+55.00	37.00		400	D	D	16'	III	METAL POLE
8N-4	"OS"6"45+95.00	37.00		250	D	D	16'	III	METAL POLE
8N-5	"OS"6"44+64.63	71.87		400	D	D	12'	III	METAL POLE
9N-1	"OS"6"47+35.00	37.00		250	D	D	12'	III	METAL POLE
9E-2	"OS"6"48+51.71		24.47	250	D	D			EXISTING POLE & LUMINAIRE (NEW CONDUIT & SUPPLY FROM CIRCUIT D)
10N-1	"MS"8+66.60		38.57	250	A	A	12'	III	METAL POLE
11N-1	"TG"11+90.00	33.00		250	C	C	14'	III	METAL POLE
TSP-4	SEE SIGNAL PLAN SHEETS			400	SS-ILL	EXISTING	15'		SIGNAL POLE OVER NW CORNER STEESE EXPY / TGR INTERSECTION

MSP: SIGNAL POLES AT OLD STEESE HIGHWAY AND MINNIE STREET INTERSECTION  
 CSP: SIGNAL POLES AT OLD STEESE HIGHWAY AND COLLEGE ROAD INTERSECTION  
 TSP: SIGNAL POLES AT STEESE EXPRESSWAY AND TRINOR GATE ROAD INTERSECTION

USE 30' MOUNTING HEIGHT FOR ALL LUMINAIRES ON WOOD POLES.  
 USE 40' MOUNTING HEIGHT FOR ALL LUMINAIRES ON METAL POLES AND SIGNAL POLES.

**JUNCTION BOX SUMMARY**

POLE NO.	STATION	LOCATION	
		LT.	RT.
JB-4N-2	"OS"2"18+12.74	39.67	
JB-6N-6	"OS"29+70.44	39.00	
JB-6N-7	"OS"32+86.59	39.00	
JB-7N-2	"OS"6"37+55.00	34.00	
JB-7N-3	"OS"6"38+95.00		22.00
JB-7N-4	"OS"6"40+35.00	34.00	
JB-7N-6	"OS"6"36+64.25		67.33
JB-7N-7	"OS"6"37+36.11		48.03
JB-8N-1	"OS"6"41+75.00	34.00	
JB-8N-2	"OS"6"43+15.00	34.00	
JB-8N-3	"OS"6"44+55.00	34.00	
JB-8N-4	"OS"6"45+95.00	34.00	
JB-8N-5	"OS"6"44+66.00		70.03
JB-9N-1	"OS"6"47+35.00	34.00	
JB-10N-1	"MS"8+69.60		38.57
JB-11N-1	"TG"11+87.00	33.00	

**662(38) PEDESTAL SCHEDULE**

SHEET	ITEM	STATION	OFFSET
TC1	1	"OS"4+85	32 RT
TC3	2	"FS"10+91	19 RT
TC3	3	"OS"14+72	46 LT
TC3	4	"OS"15+31	49 RT
TC4	5	"OS"2"19+33	40 RT
TC4	6	"OS"2"21+11	45 RT
TC5	7	"OS"2"23+33	47 LT
TC5	8	"OS"2"26+51	64 LT
TC5	9	"OS"2"26+71	47 RT
TC5	10	"OS"2"28+08	38 LT
TC5	11	"OS"2"28+35	45 RT
TC6	12	"OS"31+23	36 RT
TC6	13	"KR"11+12	31 RT
TC6	14	"OS"34+16	45 RT
TC7	15	"TG"9+02	16 RT
TC7	16	"OS"6"40+80	32 RT
TC8	17	"OS"6"42+70	42 RT
TC8	18	"OS"6"43+91	67 RT
TC9	19	"OS"6"47+17	33 RT
TC9	20	"OS"6"49+61	52 RT

**662A(1A,1B,1C) TELEPHONE MANHOLE SCHEDULE**

SHEET	ITEM	STATION	OFFSET	LID ELEVATION	REMARKS
DB1	1	"OS"3+54	22 RT	443.53	INTERCEPT (1B)
DB2	2	"OS"7+03	35 RT	436.78	NEW (1A)
DB3	3	"OS"11+28	34 RT	436.07	NEW (1A)
DB4	4	"OS"2"18+41	32 RT	438.97	MODIFY (1C)
DB4	5	"OS"2"22+07	33 RT	441.41	INTERCEPT (1B)
DB5	5	"OS"2"27+89	24 RT	440.58	MODIFY (1C)
DB6	6	"OS"33+70	35 RT	440.25	NEW (1A)
DB7	7	"TG"10+85	32 LT	442.92	INTERCEPT (1B)

**662(40) SERVING AREA INTERFACE PLATFORM**

SHEET	ITEM	STATION	OFFSET
TC2	1	"OS"6+86	56 RT
TC5	2	"OS"2"28+28	49 RT

**AS-BUILT PLANS**

INITIALS *De* DATE *02/24/02*



2/15/00	ADD TRAFFIC COUNT LOAD CENTER	MJN
11/30/99	UPDATE PAY ITEM NAMES	MJN
DATE	REVISION	BY

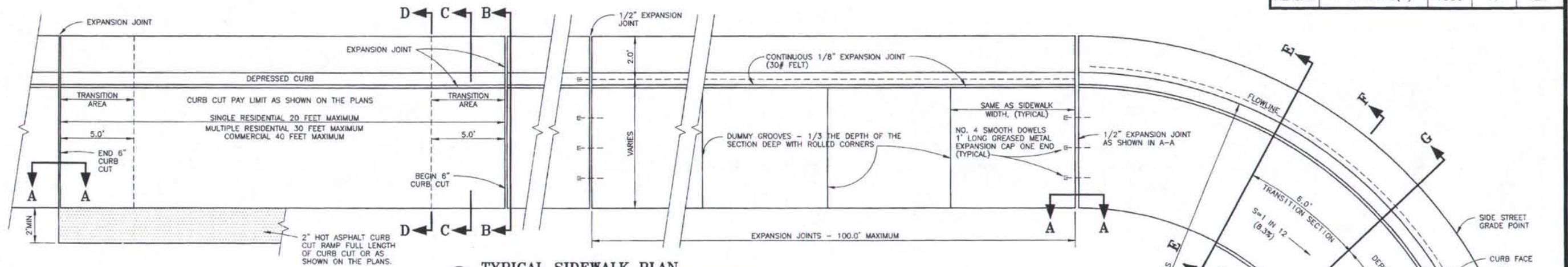
DESIGNED: GSC	FILE NAME: OSSUM4
DRAWN: STAFF	PLOT FACTOR: 1
CHECKED: MJN	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION:

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

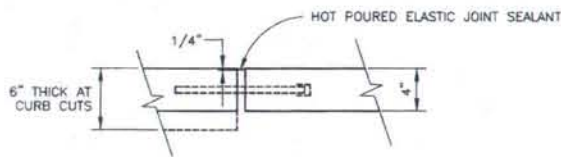
**OLD STEESE HIGHWAY RECONSTRUCTION**  
SUMMARY SHEET

**S4**

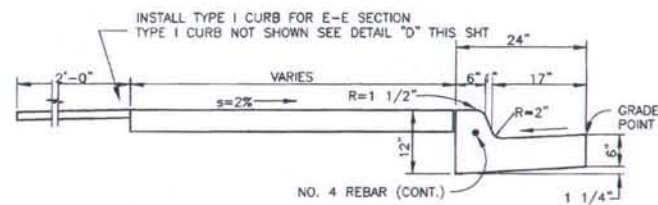
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	17	124



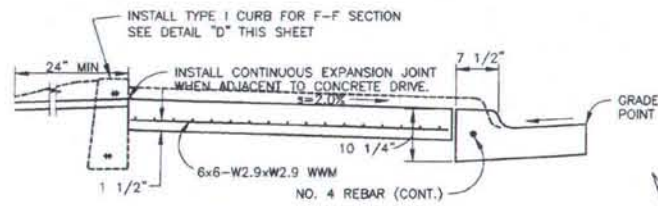
**A TYPICAL SIDEWALK PLAN**



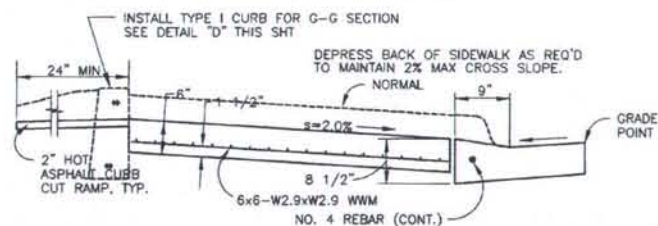
**SECTION A-A**



**SECTION B-B/E-E NORMAL SECTION**



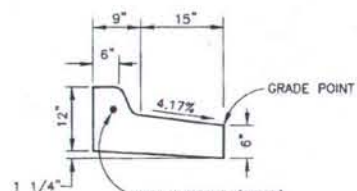
**SECTION C-C/F-F TRANSITION SECTION**



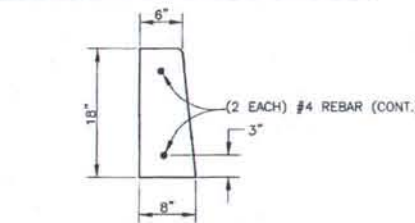
**SECTION D-D/G-G DEPRESSED SECTION**

**GENERAL NOTES:**

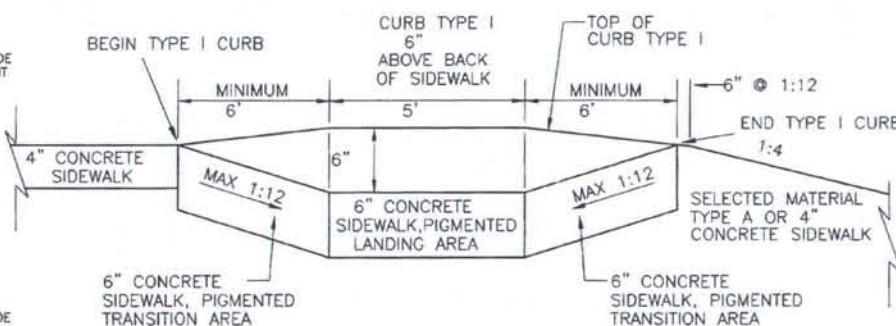
1. DEPRESSED CURB SECTIONS INCIDENTAL TO CURB CONSTRUCTION.
2. SIDEWALK RAMP INCIDENTAL TO SIDEWALK CONSTRUCTION.
3. PROPERTY CORNERS SHALL BE PROTECTED.
4. PROTECT CONCRETE DURING CURE.
5. SIDEWALK - BROOM FINISH (MEDIUM)
6. SEAL ALL EXPANSION JOINTS WITH HOT POURED ELASTIC JOINT SEALANT CONFORMING TO AASHTO DESIGNATION M173-60.
7. FOR SIDEWALKS LARGER OR DIFFERENTLY CONFIGURED THAN SHOWN PLACE CONTROL JOINTS AND/OR DUMMY JOINTS AS ENGINEER DIRECTS, WILL NOT BE PLACED ON LESS THAN 5'x5' GRID.
8. INSTALL 1/2" EXPANSION JOINT BETWEEN NEW CONCRETE AND ADJACENT BUILDINGS, POLES AND FIRE HYDRANTS.
9. BACKGRADE BEHIND ALL SIDEWALKS AND CURB CUTS AT A SLOPE OF 12:1 OR AS SHOWN ON PLANS.
10. INVERT PLAN FOR OPPOSITE CORNER.
11. SEE PLANS FOR EXCEPTIONS.
12. DEPRESS BACK OF SIDEWALK AS SHOWN TO MEET 2% MAX CROSS SLOPE.
13. MOUNTABLE CURB AND GUTTER AROUND ISLAND AT COLLEGE ROAD INTERSECTION WILL BE PAID FOR AS STANDARD CURB AND GUTTER.



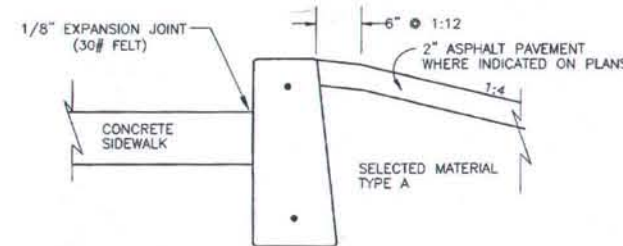
**B REJECT CURB & GUTTER**



**C CURB TYPE I**

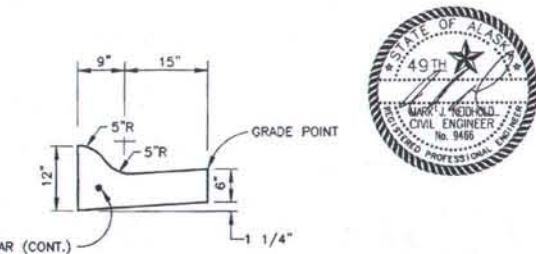


**DEPRESSED/TRANSITION SIDEWALK PROFILE AT PEDESTRIAN CURB RAMP**



**D TYPICAL CURB TYPE I AT BACK OF SIDEWALK**

**AS-BUILT PLANS**



**E MOUNTABLE CURB & GUTTER**

INITIALS *[Signature]* DATE *[Date]*

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STANDARD CONCRETE DETAILS

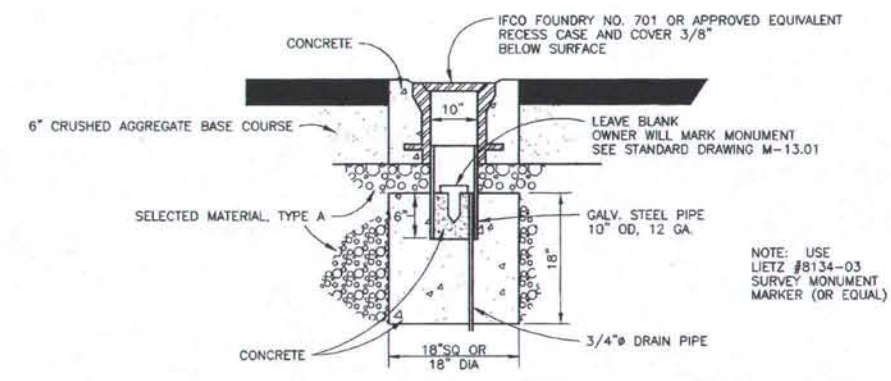
**D1**

DATE	REVISION	BY
2/11/00	ADDED TYPE I CURB ON SECTIONS	MJN

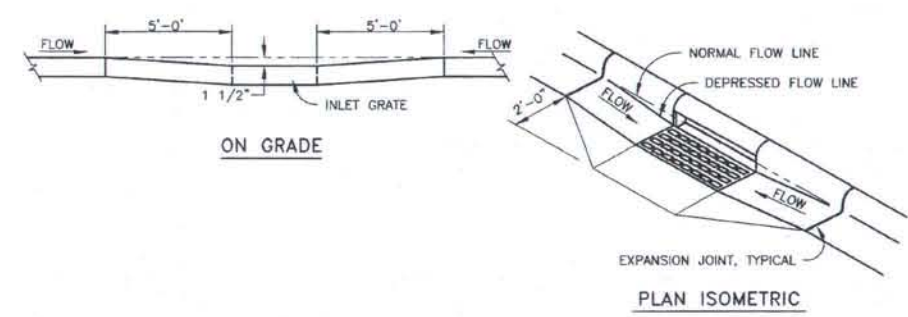
DESIGNED: RHP/GSC	APPROVED
DRAWN: STAFF	CITY ENGINEER
CHECKED: GSC/RHP	FILE: OSD1
DATE: MAY 1999	



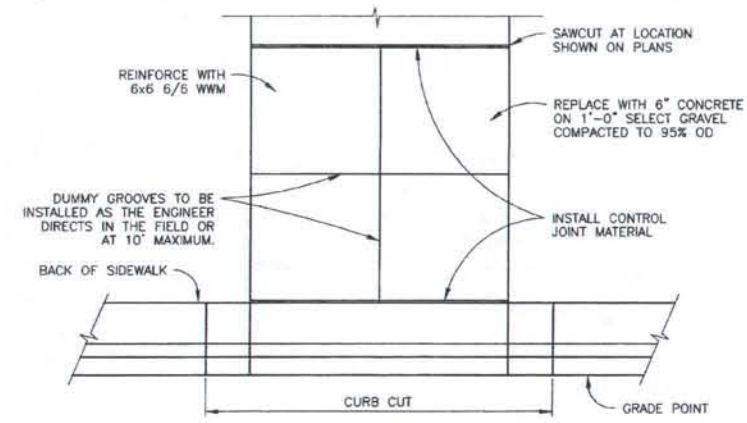
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	18	124



**A** MONUMENT BASE AND CASE DETAIL



**B** DEPRESSION IN FLOW LINE AT INLET CONSTRUCTION DETAILS



**C** CONCRETE DRIVEWAY REPLACEMENT DETAIL

**AS-BUILT PLANS**



INITIALS *LN* DATE *05/19/99*

DATE	REVISION	BY

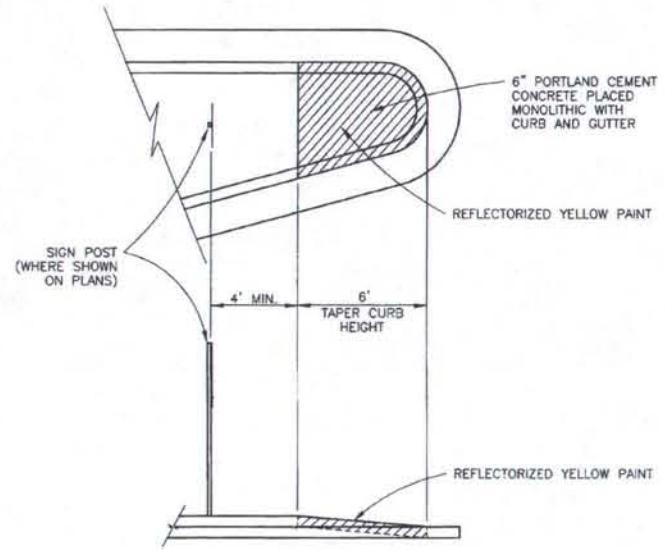
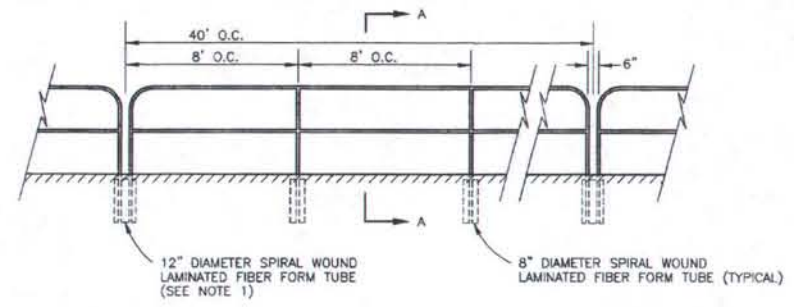
DESIGNED: RHP/GSC	APPROVED
DRAWN: STAFF	
CHECKED: RHP/GSC	CITY ENGINEER
DATE: MAY 1999	FILE: OSD2

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

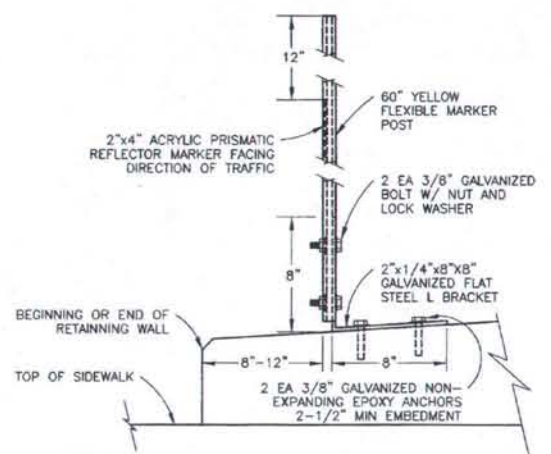
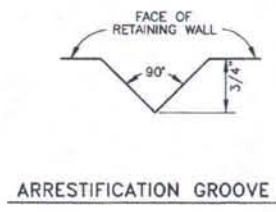
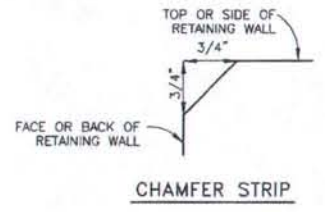
OLD STEESE HIGHWAY RECONSTRUCTION  
CONCRETE, AND MONUMENT DETAILS

D2

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	19	124

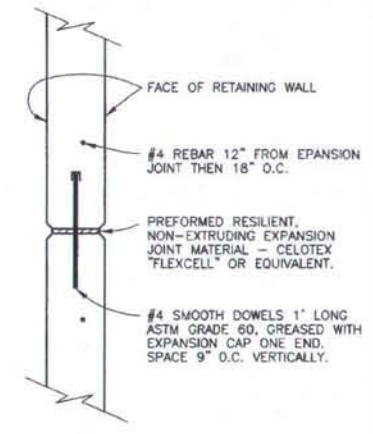


**MEDIAN CURB & GUTTER NOSE PLAN & ELEVATION**

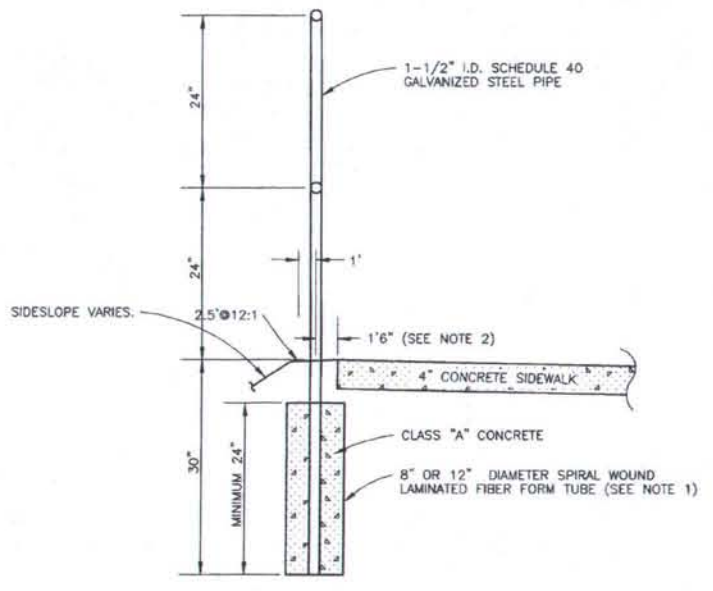


- NOTES:
- INSTALL FLEXIBLE MARKER POSTS AT BEGINNING AND END OF EACH RETAINING WALL.
  - ALL LABOR AND MATERIALS FOR INSTALLATION OF MARKER POSTS SHALL BE SUBSIDIARY TO PAYMENT FOR RETAINING WALL.
  - MARKER POSTS AND REFLECTORS SHALL MEET THE REQUIREMENTS OF SUBSECTION 730-2.05 DELINEATOR POSTS, OF THE SPECIFICATIONS.

**FLEXIBLE MARKER POST SIDE VIEW**



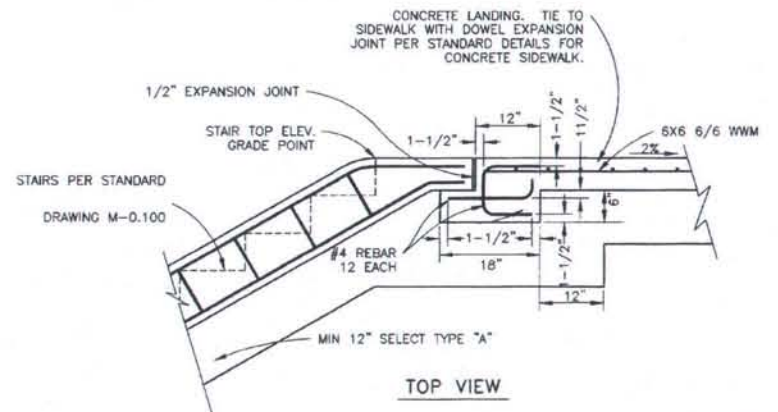
**EXPANSION JOINT SECTION B-B**



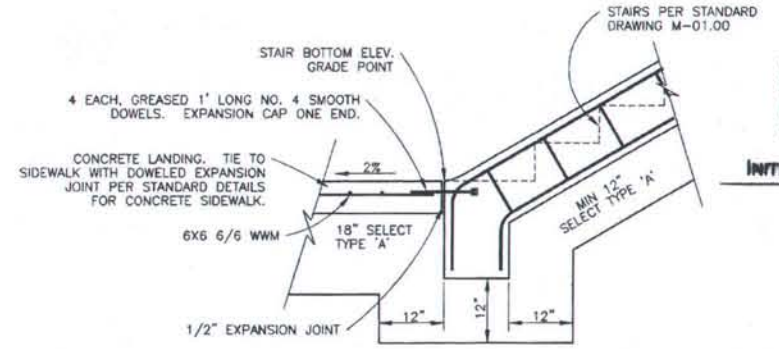
**TYPICAL SECTION A-A**

- NOTES:
- 12" DIAMETER SPIRAL WOUND, LAMINATED FIBER FORM TUBE SHALL BE USED BETWEEN 40' HANDRAIL SECTIONS TO PROVIDE A COMMON FOUNDATION FOR THE TWO END POSTS.
  - INSTALL HANDRAIL VERTICAL POSTS AT 1'6" BEHIND BACK OF SIDEWALK EXCEPT WHERE BACK OF SIDEWALK IS ADJACENT TO FRONT STREET RIGHT CURB SECTION (INSTALL 3" INSIDE BACK OF SIDEWALK AT STATION "OS"5+28.37.8"IT. INSTALL HANDRAIL VERTICAL POSTS PRIOR TO CONSTRUCTION OF SIDEWALK.
  - ADJACENT END-POSTS OF 40' HANDRAIL SECTIONS SHALL BE SPACED AT 6" O.C. FOR NOMINAL 4" CLEAR SPACE BETWEEN END POSTS OF THE 40' SECTIONS.
  - VERTICAL PIPE SHALL BE CONTINUOUS FROM BOTTOM OF FOUNDATION TO TOP RAIL.
  - HANDRAIL MAY BE WELDED OR CLAMP-TYPE CONSTRUCTION. IF WELDED CONSTRUCTION, CORNER RADI SHALL BE 12" AND ALL JOINTS SHALL BE SMOOTH AND EVEN. IF CLAMP-TYPE CONSTRUCTION, SET SCREWS AND FASTENERS SHALL BE POSITIONED AWAY FROM THE SIDEWALK TRAVEL WAY.
  - JOINT WELDS AND OTHER BLEMISHES TO THE GALVANIZED COATING SHALL BE TREATED WITH ZINC RICH PAINT COATING IN ACCORDANCE WITH AASHTO M56.
  - SEAL ALL EXPANSION JOINTS WITH HOT POURED ELASTIC TYPE JOINT SEAL CONFORMING TO AASHTO DESIGNATION M173-60.

**PIPE HANDRAIL DETAIL**

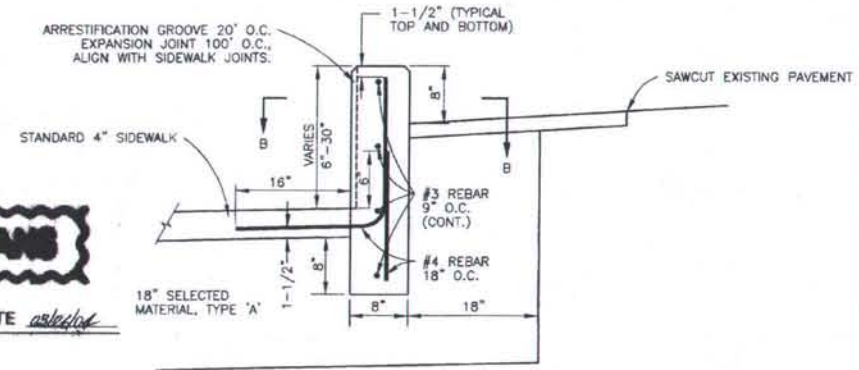


**TOP VIEW**



**BOTTOM VIEW**

**PEDESTRIAN STAIR TOP AND BOTTOM DETAIL**



- NOTES:
- TOP OF WALL SHALL BE GRADED AS DIRECTED BY THE ENGINEER IN THE FIELD.
  - BROOM FINISH - MEDIUM.
  - BACKFILL BEHIND WALL WITH SELECTED MATERIAL, TYPE 'A'.
  - TREE OR SHRUBBERY ROOTS CUT TO FACILITATE WALL CONSTRUCTION SHALL BE NEATLY TRIMMED AND COATED WITH ORTHO PRUNING SEALER OR EQUAL.
  - FORMWORK OF MULTIPLE TIERS OF PLANKING WILL NOT BE ALLOWED.

**RETAINING WALL DETAILS**

**AS-BUILT PLANS**  
INITIALS *la* DATE *as/02/00*



DATE	REVISION	BY

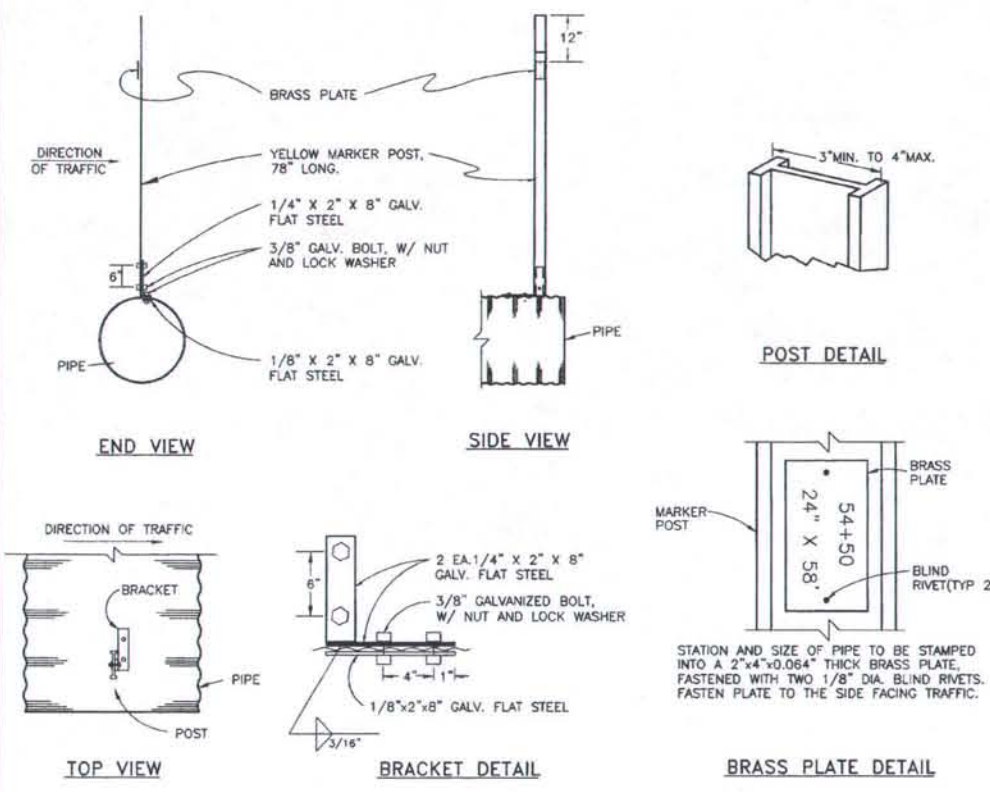
DESIGNED: DOT/MJN/GSC	APPROVED
DRAWN: STAFF	
CHECKED: GSC	CITY ENGINEER
DATE: MAY 1999	FILE: OSD3

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

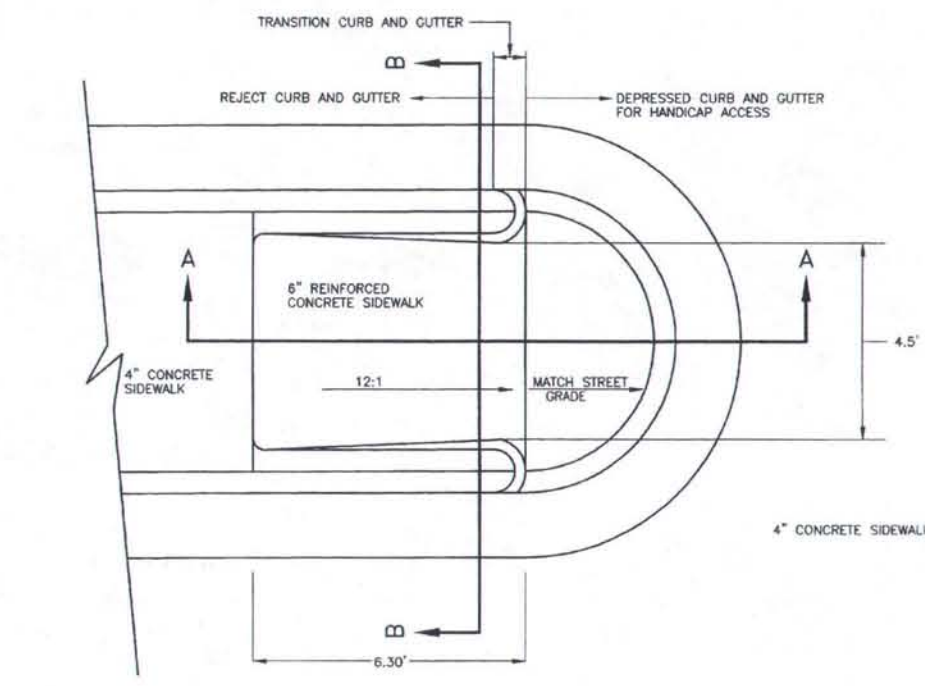
**OLD STEESE HIGHWAY RECONSTRUCTION**  
RETAINING WALL, APPROACH, PEDESTRIAN CURB & GUTTER  
DETECTABLE WARNING SURFACE, PIPE HAND RAIL

**D3**

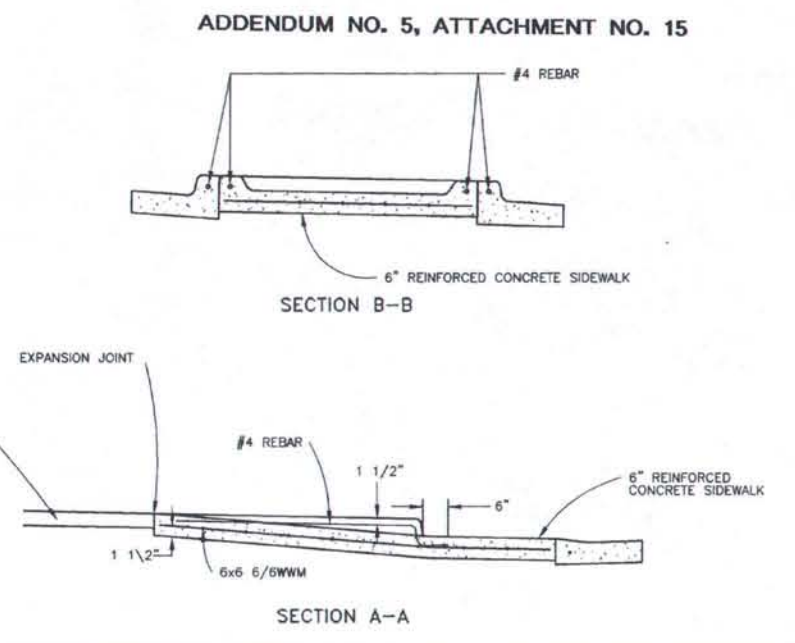
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	20	124



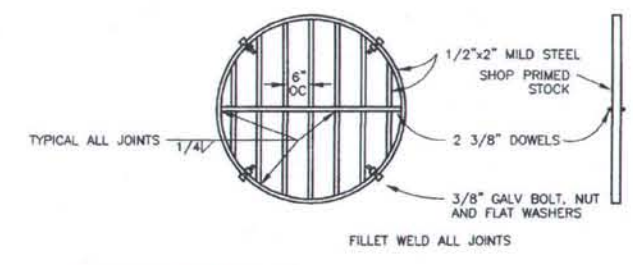
- NOTES:**
1. DRILL ALL BOLT HOLES. FLAME CUTTING SHALL NOT BE PERMITTED.
  2. MARKER POST ENDS SHALL BE SQUARE.
  3. GASKET MATERIAL SHALL BE PLACED BETWEEN DISSIMILAR METALS. GASKET MATERIAL SHALL BE APPROVED PRIOR TO INSTALLATION.



**A HANDICAP NOSE RAMP**



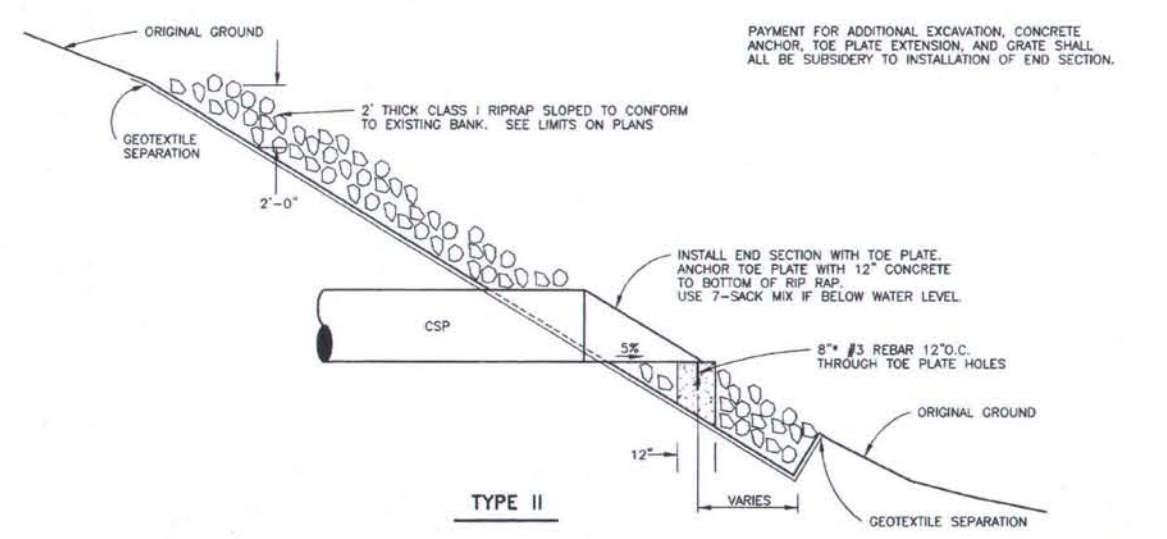
**ADDENDUM NO. 5, ATTACHMENT NO. 15**



**C GRATE DETAIL**

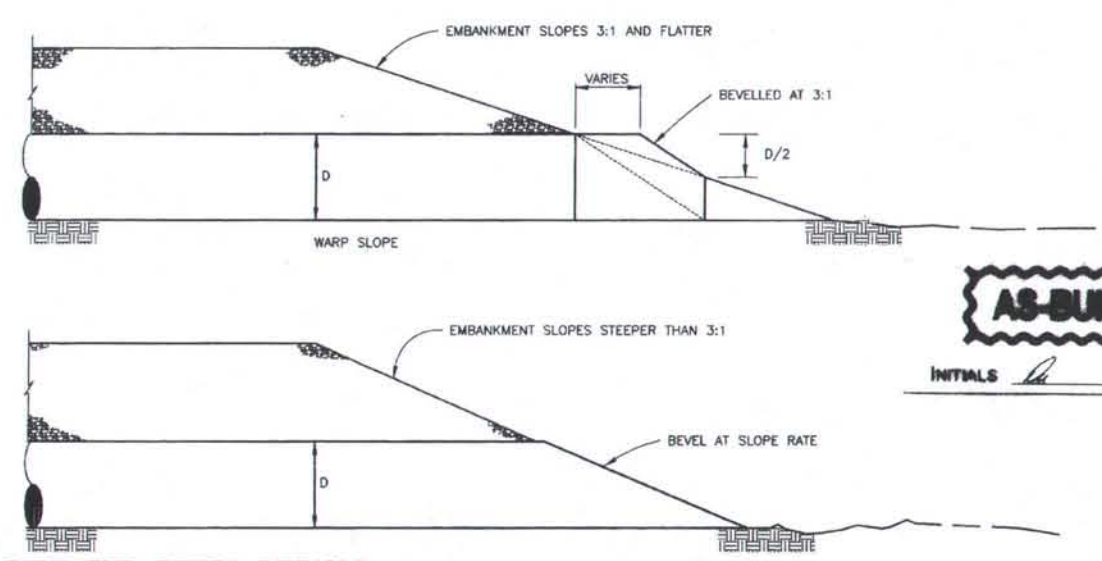
NOTE: ALL BOLT HOLES ARE TO BE DRILLED. NO FLAME CUTTING WILL BE ALLOWED.

**B CULVERT MARKER POST - DETAILS**



**D OUTFALL DETAILS**

**E PIPE END BEVEL DETAILS**



**AS-BUILT PLANS**

INITIALS *RS* DATE *03/16/00*

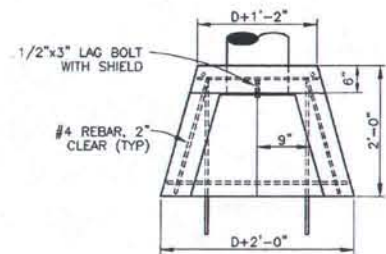


DESIGNED: RHP/GSC/MJN	DATE: MAY 1999
DRAWN: STAFF	FILE: OSD4
CHECKED: GSC/RHP	

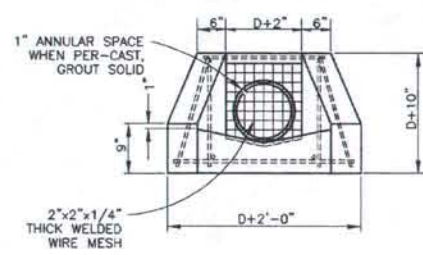
**CITY OF FAIRBANKS, ALASKA**  
**ENGINEERING DEPARTMENT**  
**OLD STEESE HIGHWAY RECONSTRUCTION**  
**STORM DRAIN END SECTIONS, OUTFALLS, DITCHES**

**D4**

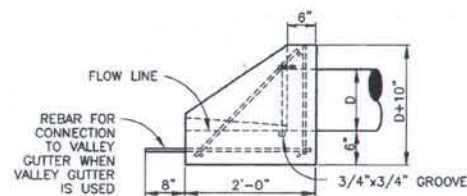
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	21	124



PLAN VIEW



END VIEW



SIDE VIEW

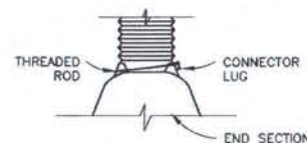
CONCRETE END SECTION

CSP PIPE PARAMETERS  
2-2/3"x1/2" CORRUGATIONS

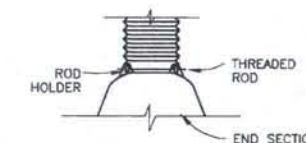
DIAMETER INCHES	OD INCHES	ID INCHES	MINIMUM THICKNESS INCHES
12	13.13	12	0.064
15	16.13	15	0.064
18	19.13	18	0.064
21	22.13	21	0.064
24	25.13	24	0.064
27	28.13	27	0.064
30	31.13	30	0.064
36	37.16	36	0.079
42	43.16	42	0.079
48	49.16	48	0.079
54	55.22	54	0.109
60	61.22	60	0.109

PIPE DIAMETER INCHES	THICKNESS FOR GALVANIZED METAL INCHES	DIMENSION TOLERANCES						SKIRT	APPROX SLOPE
		A	B	H	L	W	T		
12	0.064	6"	6"	6"	21"	24"	34"	1 PIECE	2-1/2
15	0.064	7"	8"	6"	26"	30"	40"	1 PIECE	2-1/2
18	0.064	8"	10"	8"	31"	36"	46"	1 PIECE	2-1/2
21	0.064	9"	12"	6"	36"	42"	52"	1 PIECE	2-1/2
24	0.064	10"	13"	6"	41"	48"	58"	1 PIECE	2-1/2
30	0.079	12"	16"	8"	51"	60"	70"	1 PIECE	2-1/2
36	0.079	14"	19"	9"	60"	72"	94"	2 PIECES	2-1/2
42	0.109	16"	22"	11"	69"	84"	106"	2 PIECES	2-1/2
48	0.109	18"	27"	12"	78"	90"	112"	2 PIECES	2-1/4
54	0.109	18"	30"	12"	84"	102"	122"	2 PIECES	2-1/4
60	0.109	18"	33"	12"	87"	114"	134"	3 PIECES	2-1/4

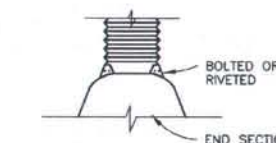
CONNECTION FOR 12" TO 24" CSP WITH ANNULAR CORRUGATION AT END



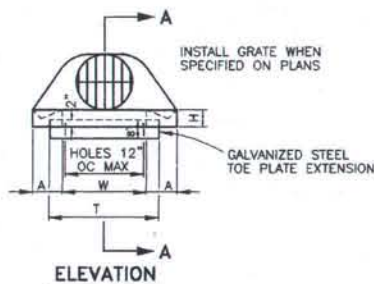
CONNECTION FOR 30" TO 36" CSP WITH ANNULAR CORRUGATION AT END



CONNECTION FOR 48" TO 60" CSP WITH ANNULAR CORRUGATION AT END

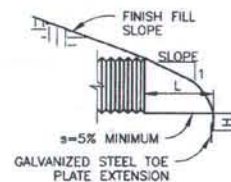


PLAN VIEW

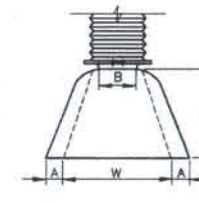


ELEVATION

METAL END SECTION

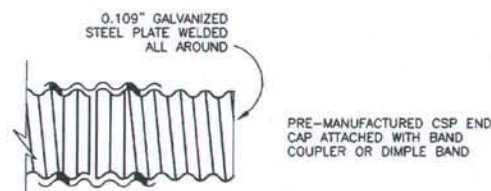


SECTION A-A

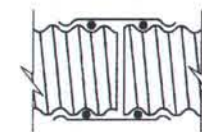


PLAN VIEW

**A** END SECTION DETAILS

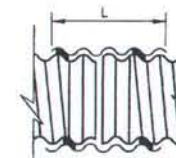


PRE-MANUFACTURED CSP END CAP ATTACHED WITH BAND COUPLER OR DIMPLE BAND



DEFORMED METAL SHEET BANDS, (DIMPLE BAND), ACCEPTABLE FOR FIELD CUTS ONLY.

DIMPLE BAND COUPLER LENGTH	
CSP DIAMETER	LENGTH
≤12"	12"
>12"	24"



CORRUGATED ANNULAR BAND COUPLER WITH 3 BOLT BAND ANGLES. SEAL FULL CIRCUMFERENCE WITH 1/8"x1-1/2" MINIMUM TAPE SEALANT EACH SIDE, AND AT BAND OVERLAP-TC40 OR EQUAL. LUBE FACE OF SEALANT WITH VEGETABLE OR SOAP BASE LUBRICANT.

ANNULAR BAND COUPLER LENGTH	
CSP DIAMETER	LENGTH
≤30"	12" MINIMUM
>30"	22" MINIMUM

NOTE: ALL JOINTS TO COMPLY WITH AASHTO M36 AND M218.

**AS-BUILT PLAN**

INITIALS *[Signature]* DATE *03/01/00*

**B** END CAP

**C** JOINTS



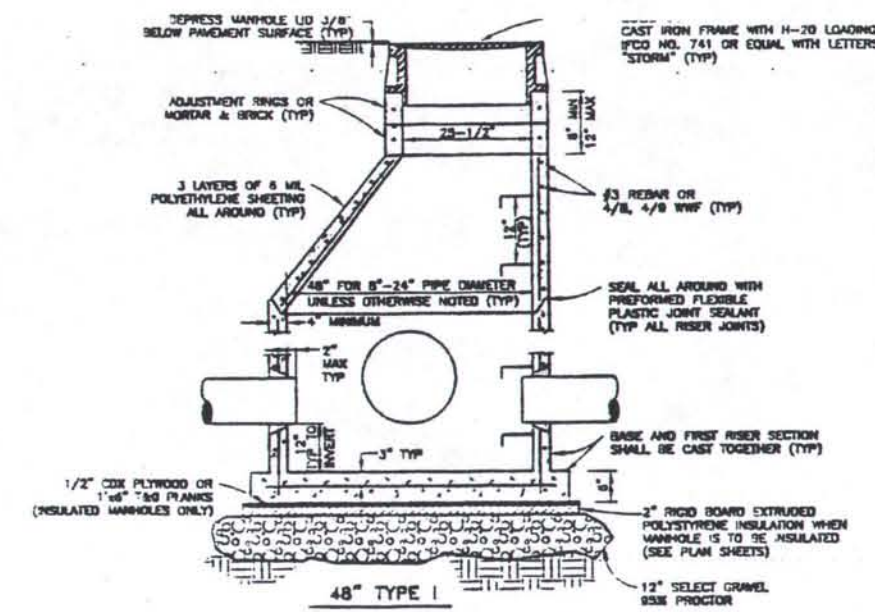
DATE	REVISION	BY

DESIGNED: RHP/GSC	APPROVED
DRAWN: STAFF	
CHECKED: GSC/RHP	CITY ENGINEER
DATE: MAY 1999	FILE: OSD5

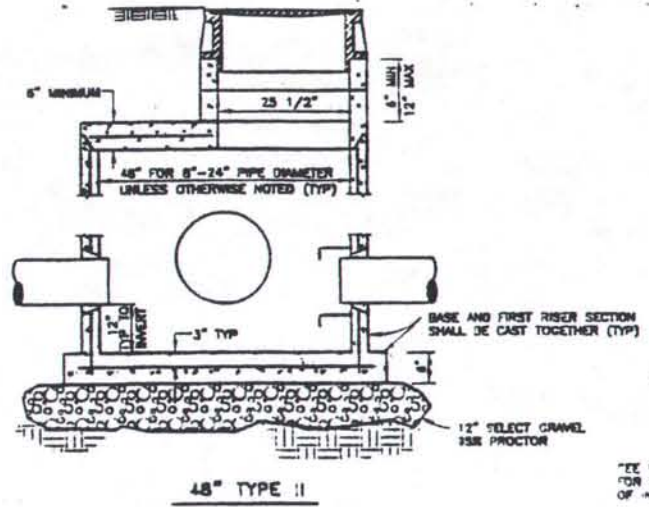
CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STORM DRAIN & END SECTION DETAILS

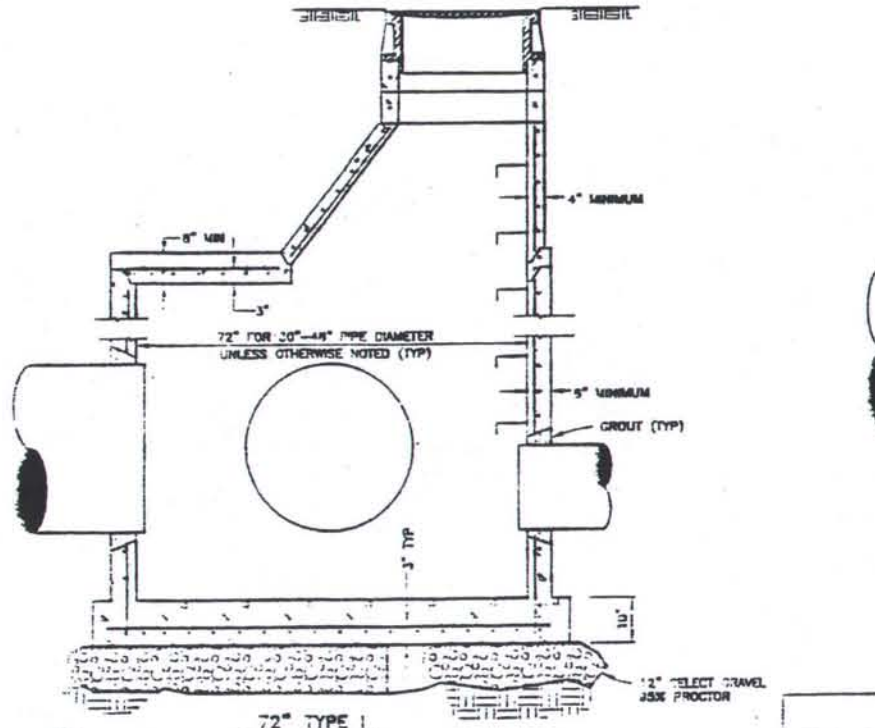
D5



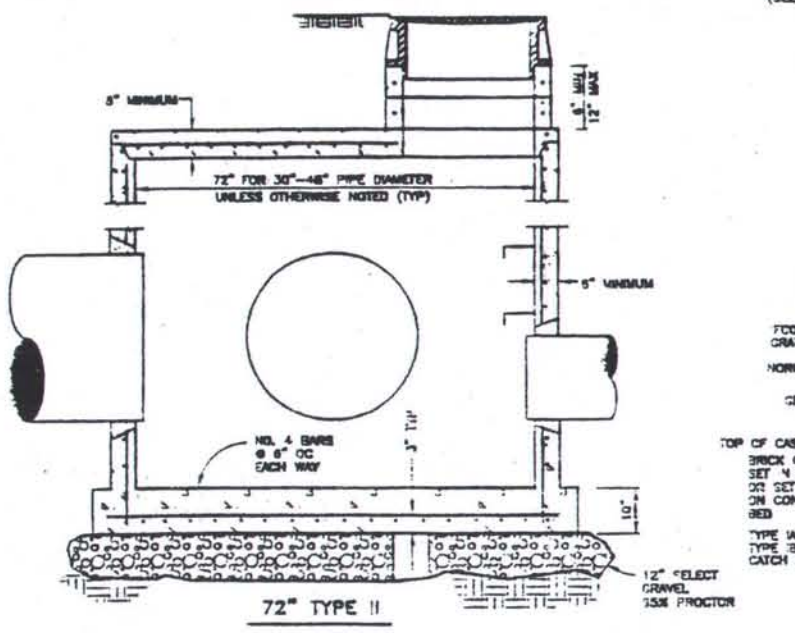
48" TYPE I



48" TYPE II



72" TYPE I



72" TYPE II

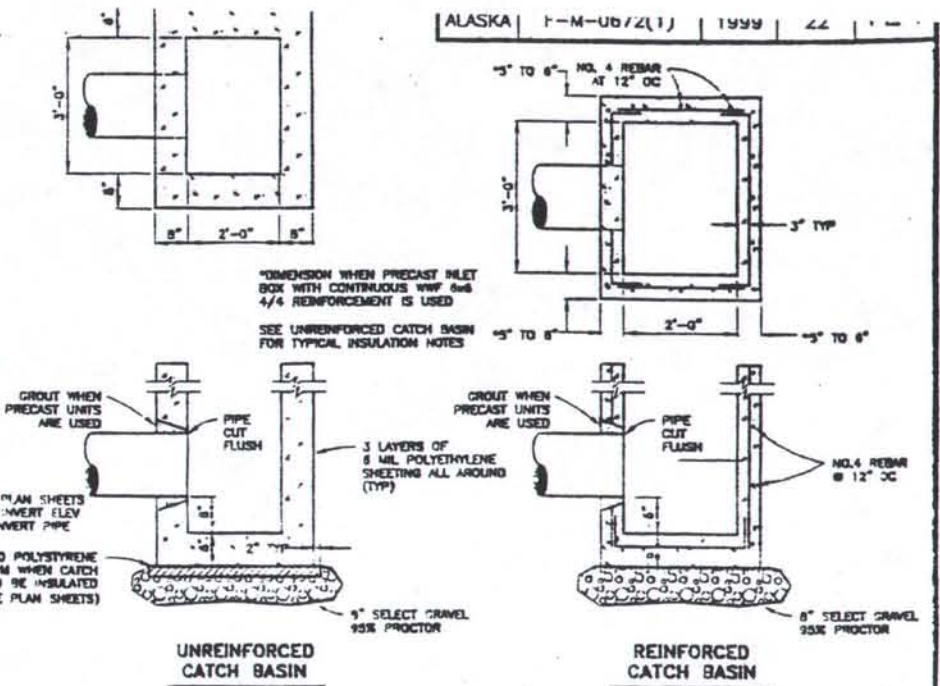
- NOTES:
- OPENINGS TO RECEIVE PIPE SHALL BE CIRCULAR, TAPERED IN TOWARD THE INSIDE OF THE MANHOLE, AND SHALL BE OF MINIMUM SIZE TO ACCOMMODATE PIPE.
  - TYPICALLY, STORM DRAIN MANHOLES DO NOT REQUIRE INSULATION. HOWEVER, SPECIAL CASES REQUIRE INSULATION. SEE PLANS.
  - SEAL RISER JOINTS WITH FLEXIBLE PLASTIC JOINT SEALERS.
  - MANHOLE STEPS MUST BE GALVANIZED AND MEET CURRENT STATE & OSHA STANDARDS.
  - ALL GROUT SHALL BE NON-SHRINK. PROTECT GROUT DURING CURE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED METHOD.
  - REINFORCEMENT IN BASE, RISER, CONE, FLAT LID, AND ADJUSTING RINGS SHALL COMPLY WITH AASHTO SPECIFICATION M198-ASTM478.
  - GROUT THE INSIDE FACE OF ALL JOINTS SMOOTH.

SECTION	MANHOLE REINFORCEMENT SCHEDULE	
	48"	72"
FLAT BASE	0.38 SQ IN/FT EACH WAY	0.38 SQ IN/FT EACH WAY
RISER SECTION*	0.12 SQ IN/FT	0.18 SQ IN/FT
CONE SECTION*	0.12 SQ IN/FT	---
FLAT LID**	0.12 SQ IN/FT EACH WAY	0.12 SQ IN/FT EACH WAY
ADJUSTING RING	0.024 SQ IN	0.024 SQ IN

(SHALL COMPLY WITH AASHTO M-198-ASTM 478)

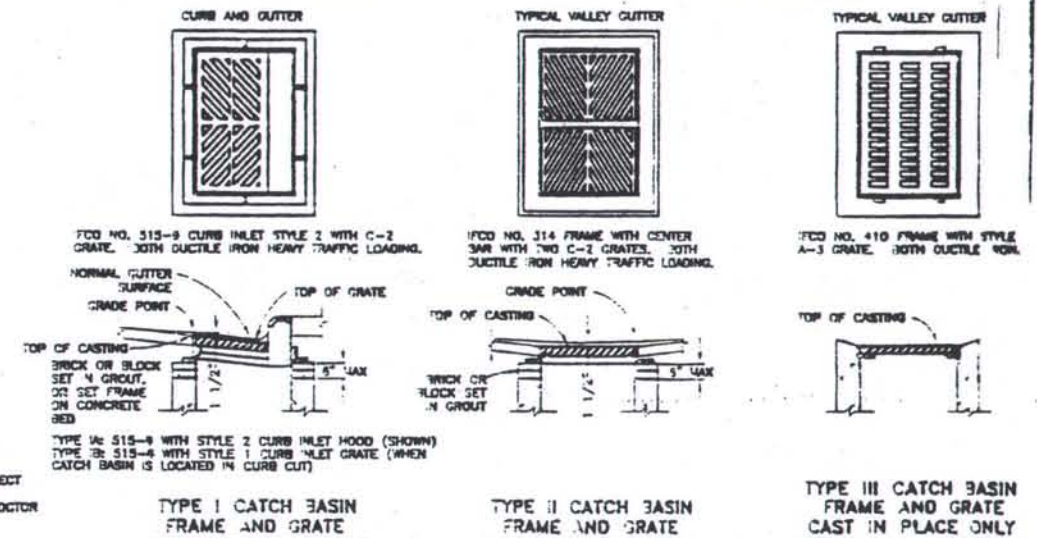
\*CIRCUMFERENTIAL REINFORCING ALL AREAS ARE MINIMUM CROSS-SECTIONAL AREA OF REINFORCEMENT PER FOOT OF SECTION.

\*\*REINFORCING IN FLAT LIDS SHALL BE ADDITIONALLY REINFORCED WITH A MINIMUM OF THE EQUIVALENT OF 0.2 SQ IN OF STEEL AT 90°.



UNREINFORCED CATCH BASIN

REINFORCED CATCH BASIN



TYPE I CATCH BASIN FRAME AND GRATE

TYPE II CATCH BASIN FRAME AND GRATE

TYPE III CATCH BASIN FRAME AND GRATE CAST IN PLACE ONLY

- NOTES:
- THE WORDS "INLET" AND "CATCH BASIN" SHALL BE INTERCHANGEABLE.
  - MANHOLE CAST IRON FRAMES AND LIDS, AND INLET FRAMES AND GRATES SHALL BE AS MANUFACTURED BY INLET FOUNDRY COMPANY (FCO) OR APPROVED EQUIVALENT.
  - UNREINFORCED AND REINFORCED CATCH BASINS MAY BE PRECAST AND BROUGHT TO THE SITE FOR INSTALLATION, PROVIDED THAT THE MATERIAL BEDDING IS LEVEL, THAT OPENINGS TO RECEIVE PIPE ARE CIRCULAR, AND THAT ALL PIPE IS MADE WATER-TIGHT WITH GROUT.
  - ALL GROUT SHALL BE NON-SHRINK. PROTECT GROUT DURING CURE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED METHOD.
  - TYPICALLY, CATCH BASINS ARE NOT INSULATED. HOWEVER, SPECIAL CASES REQUIRE INSULATION. SEE PLANS.
  - GROUT THE INSIDE FACE OF ALL JOINTS SMOOTH.



**A TYPICAL CONCRETE MANHOLES**

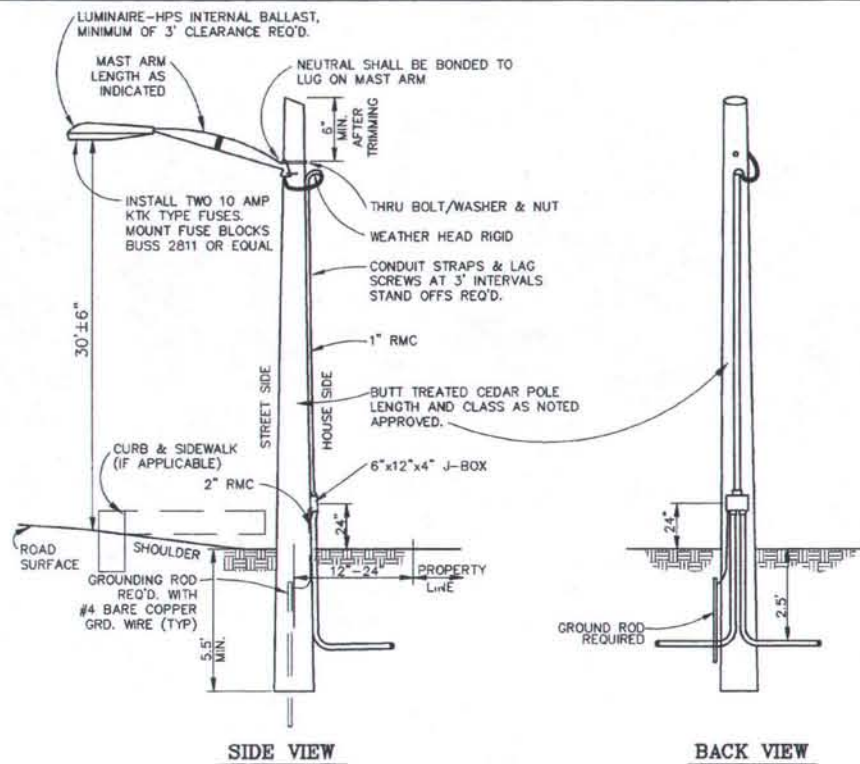
**B CATCH BASIN DETAILS**

DESIGNED: RHP/CSC	APPROVED:
DRAWN: STAFF	
CHECKED: CSC/RHP	CITY ENGINEER
DATE: MAY 1989	FILE: 0308

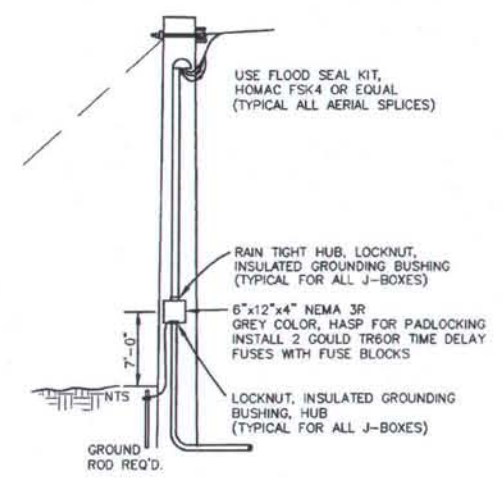
CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STORM DRAIN MANHOLES AND CATCH BASINS

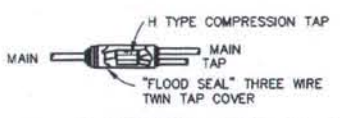
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	23	124



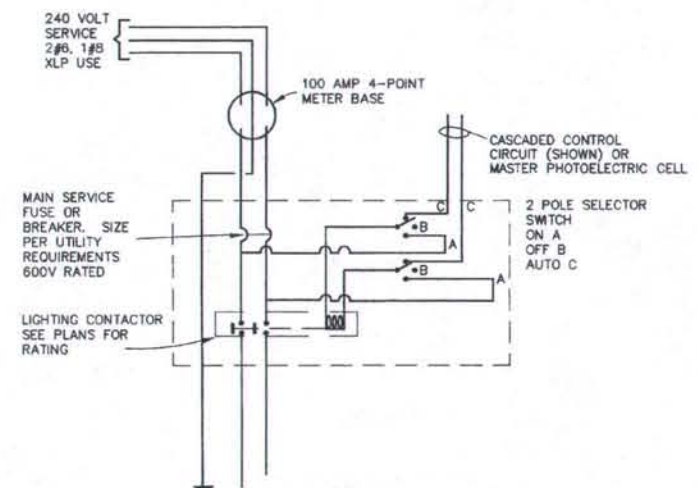
**A** TYPICAL TIMBER LIGHT STANDARD



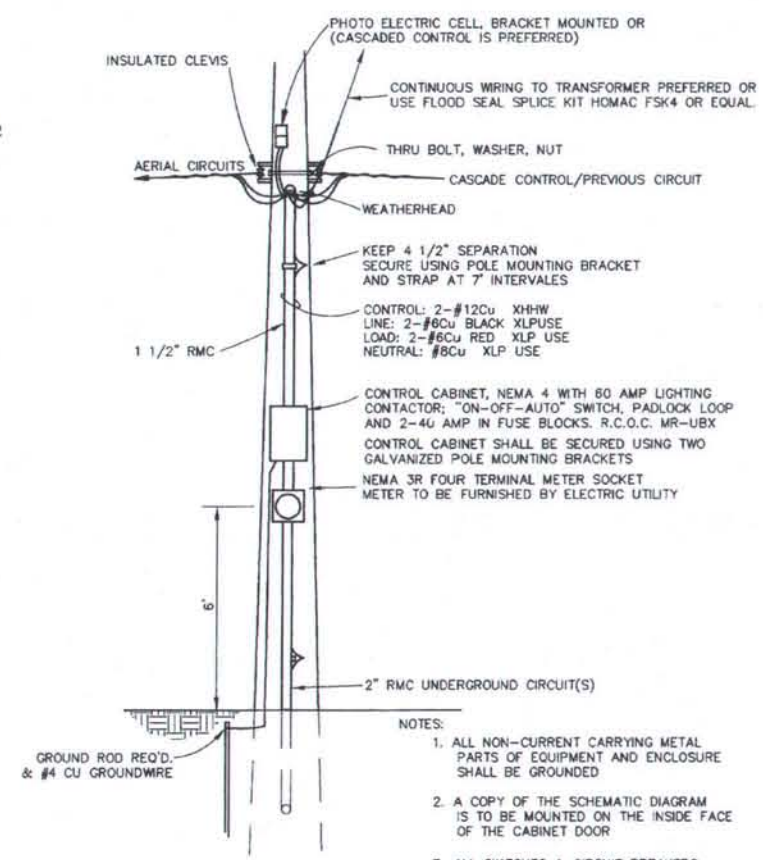
**B** TYPICAL TRANSITION BETWEEN AERIAL & UNDERGROUND CIRCUITS



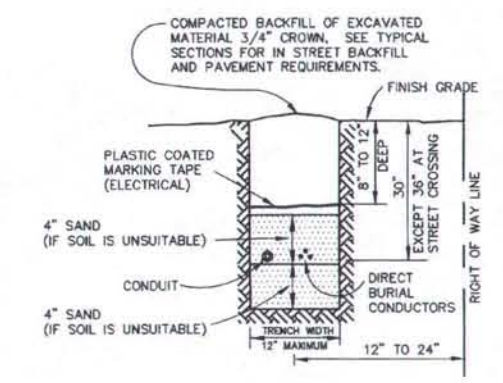
**E** JUNCTION BOX TAP



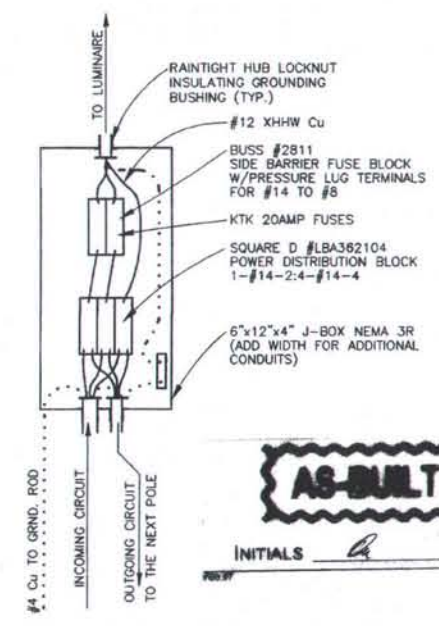
**C** WIRING SCHEMATIC-SERVICE AND CASCADING RELAY STATION



**D** LOAD CENTER ON WOOD POLE DETAIL



**F** TRENCHING FOR CONDUITS OR CABLES



**G** NEMA3R 6"x12"x4" JUNCTION BOX DETAIL

INSTALLATIONS OF STEEL LIGHTING STANDARDS SHALL CONFORM TO THE STATE OF ALASKA STANDARD DRAWINGS LISTED BELOW EXCEPT AS NOTED:

- L-03.03 LIGHTING STANDARDS
- L-23.01 JUNCTION BOXES FOR ELECTROLUER
- L-30.02 FOOTING FOR LIGHTING STANDARD

- FOUNDATIONS FOR LIGHTING STANDARDS SHALL BE TYPE III AS DETAILED ON STANDARD DRAWING L-30.02.
- ALL NEW LUMINAIRES SHALL BE FIT FULL CUTOFF TYPE III, 240 VOLT HIGH PRESSURE SODIUM FIXTURES WITH REGULATOR BALLAST. WATTAGE AS SPECIFIED ON THE PLANS.
- MOUNTING HEIGHT FOR LUMINAIRES SHALL BE AS NOTED AND ALL LIGHT POLES SHALL HAVE STEEL MAST ARMS TO BE 8ft. UNLESS OTHERWISE SPECIFIED.

**H** STANDARDS FOR METAL POLE INSTALLATIONS



DATE	REVISION	BY

DESIGNED: WRS/AC/MJN	APPROVED
DRAWN: STAFF	
CHECKED: LC/MJN	CITY ENGINEER
DATE: MAY 1999	FILENAME: OSD7

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STREET LIGHTING DETAILS

D7

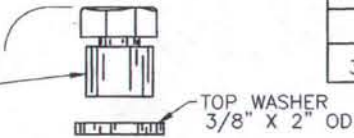


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	24	124

## LIGHT POLE BREAKAWAY SUPPORT DETAILS

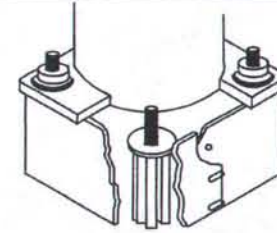
NOTE:  
TORQUE NUT, FLAT WASHER I.D.,  
STUD SIZE "D", AND TAPPED HOLE  
IN COUPLING ALL TO FIT ANCHOR  
BOLT SIZE "D".

ALUM. TORQUE  
CONTROL NUT  
(HEX SEPARATES  
AT SPECIFIED  
TORQUE)

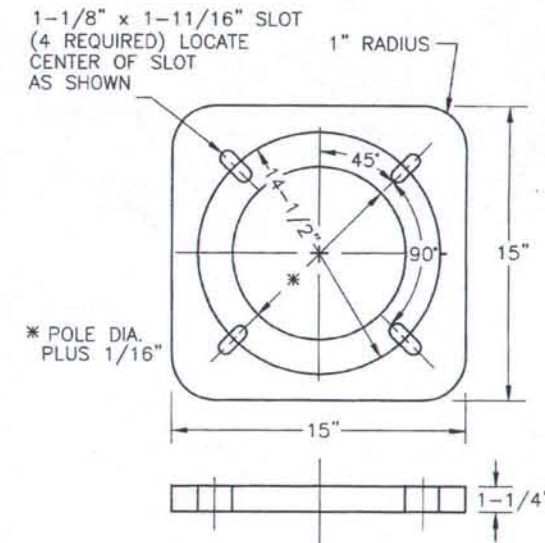


MOUNTING HEIGHTS	DIMENSION TABLE			
	D	THD	E	L
30' - 40'	1"	8NC	3-5/16" ± 1/16" 2	4-3/4"

NOT TO SCALE

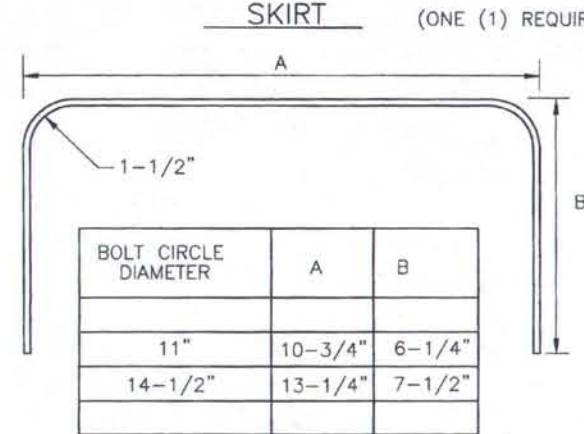
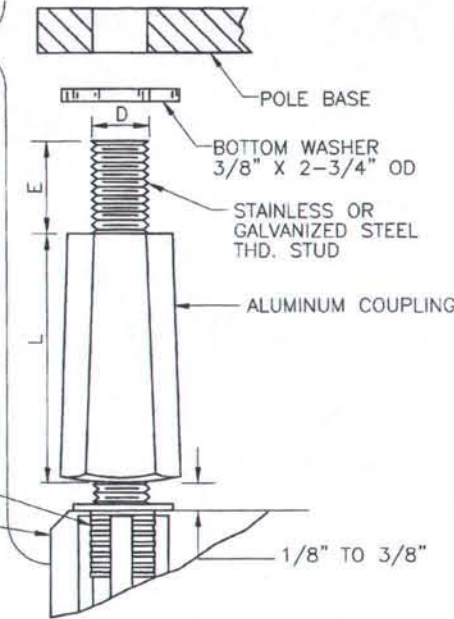


## LIGHT POLE BASE FLANGE DETAIL

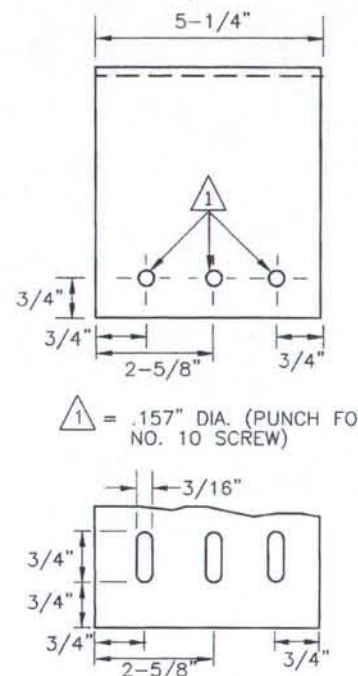


THESE DETAILS MODIFY  
STANDARD DRAWINGS  
L-03.02 & L-30.02

### BREAKAWAY SUPPORT (FOUR (4) REQUIRED FOR EACH POLE)

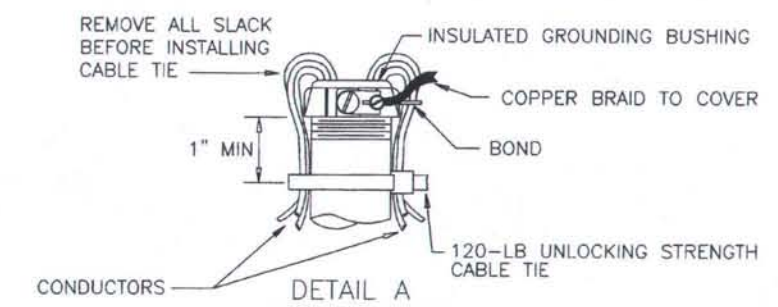
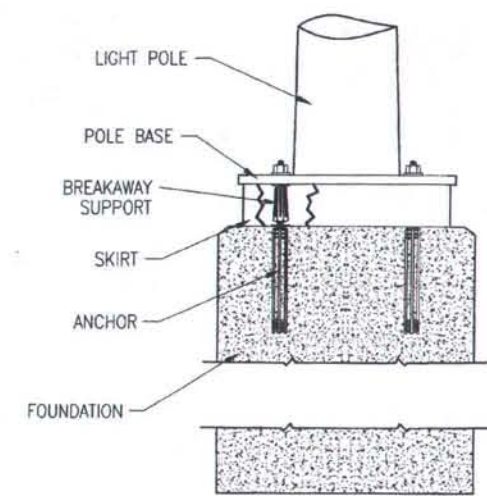
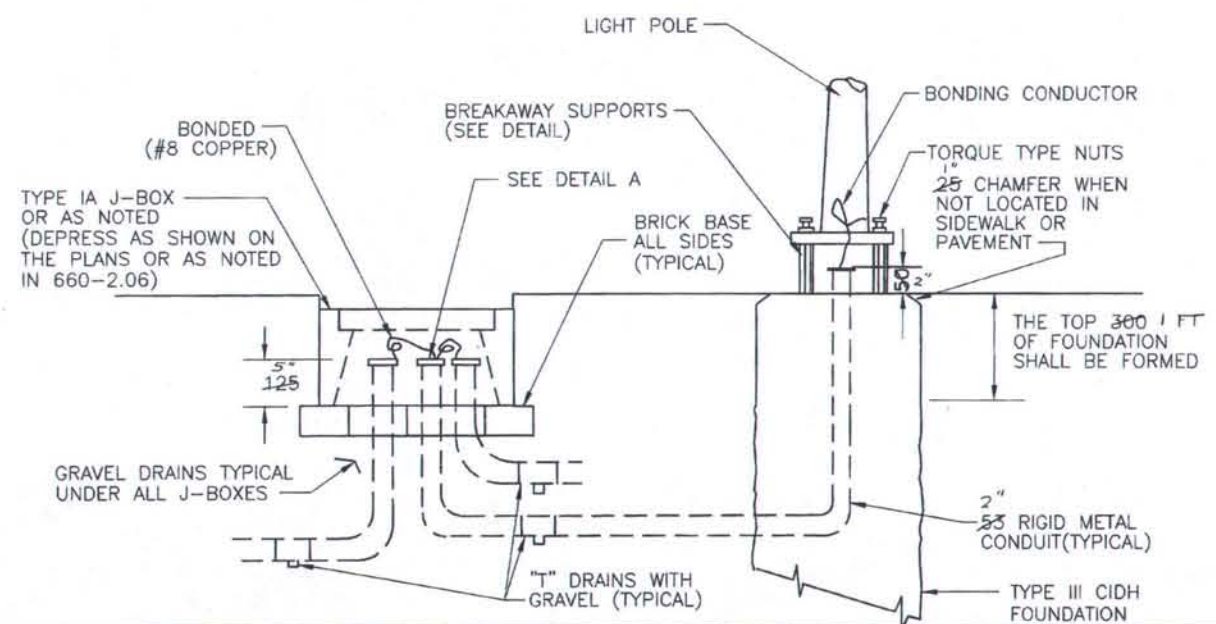


SKIRT MATERIAL: 3003 H-14 ALUMINUM 1/16" THICK  
(2 PIECES PER SKIRT)  
SCREWS: #10 X 5/8" STAINLESS STEEL SELF-TAPPING  
SLOTTED SHEET METAL SCREWS OR  
POP RIVETS (6 REQUIRED PER POLE)



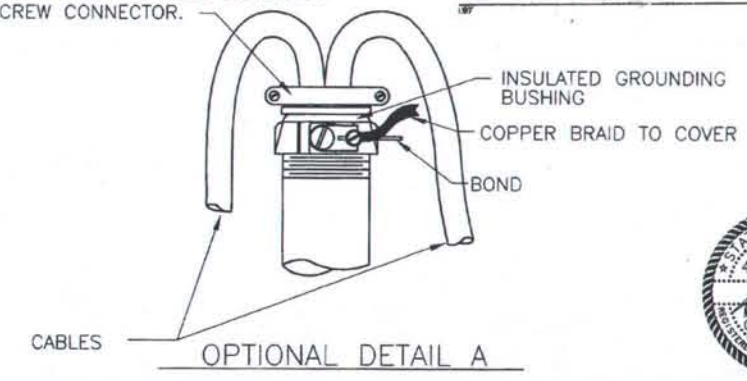
NOTE:  
THE BREAKAWAY SUPPORTS (LONGITUDINALLY GROOVED) SHALL CONFORM TO AASHTO  
STANDARDS FOR BREAKAWAY SUPPORTS FOR LIGHT POLES AND SHALL BE APPROVED  
FOR FHWA PARTICIPATION, AND SHALL BE MODEL NUMBER 301T AS MANUFACTURED BY  
TRANSPO-SAFETY INC., NEW ROCHELLE, NY 10801 OR APPROVED EQUAL.

## LIGHTING FOUNDATION - J-BOX - CONDUIT DETAILS



THE TWO-SCREW CONNECTOR SHALL  
BE SIZED SUCH THAT THE THREADS  
FIT INSIDE THE OPENING OF THE  
BUSHING AND THE CONNECTOR BODY  
IS LARGE ENOUGH TO PREVENT IT  
FROM SLIPPING THROUGH THE OPENING.  
REMOVE ALL SLACK BEFORE INSTALLING  
TWO-SCREW CONNECTOR.

**AS-BUILT PLANS**  
INITIALS *[Signature]* DATE *[Date]*



2/11/00	CHANGE BASE DETAIL NAME	MAJN
DATE	REVISION	BY

DESIGNED: ADOT	APPROVED
DRAWN: STAFF	
CHECKED: MAJN	CITY ENGINEER
DATE: MAY 1999	FILENAME: OSD8

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STREET LIGHTING DETAILS

D8

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	25	124

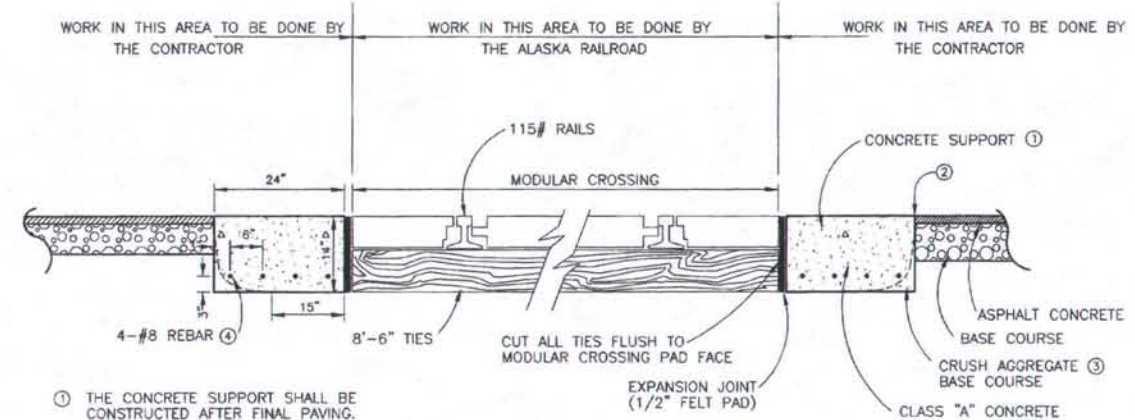
### RAILROAD CROSSING SPECIAL NOTES

- ① THE ALASKA DEPARTMENT OF TRANSPORTATION (ADOT) WILL ACQUIRE ALL NECESSARY ALASKA RAILROAD CORPORATION (A.R.R.C.) PERMITS FOR PROPERTY ACCESS THROUGH THE A.R.R.C. ESTATE OFFICE.
- ② THE CONTRACTOR WILL:
  - Ⓐ REMOVE EXISTING CONCRETE SIGNAL BASES AND BACKFILL THE HOLES WITH SELECTED MATERIAL, TYPE A, COMPACTED TO 95% MAXIMUM DENSITY, AFTER A.R.R.C. HAS REMOVED ALL GRADE CROSSING SIGNAL LIGHTS.
  - Ⓑ INSTALL CONCRETE CANTILEVER FOUNDATIONS, RAILROAD FURNISHED SIGNAL BASES, AND ALL CONDUITS, JUNCTION BOXES AND 50A/120V AC ELECTRICAL SERVICE.
  - Ⓒ VERIFY FINAL HORIZONTAL AND VERTICAL AS-BUILT LOCATION OF TRACK CROSSING ADJUSTMENT AND COORDINATE WITH THE ENGINEER TO MAKE MINOR ADJUSTMENTS TO GRADE AND ALIGNMENT INDICATED ON SHEETS G7 AND G11.
  - Ⓓ REMOVE PAVEMENT ADJACENT TO EXISTING CROSSING AND REPLACE PAVEMENT WITH NEW AND INSTALL CONCRETE AFTER INSTALLATION OF MODULAR CROSSING SURFACE.
  - Ⓔ SUPPLY HORIZONTAL AND VERTICAL SURVEY CONTROL FOR A.R.R.C. SURVEY WORK.
- ③ THE A.R.R.C., OR ITS CONTRACTOR, WILL:
  - Ⓐ PROVIDE ALL RAILROAD SURVEYING WHICH INCLUDES, BUT IS NOT LIMITED TO, SETTING TOP RAIL ELEVATIONS, STAKING CLEARING LIMITS, AND SETTING GRADE FOR RAILROAD EARTH WORK.
  - Ⓑ FURNISH ALL CONSTRUCTION MACHINERY, LABOR AND MATERIAL REQUIRED FOR RAISE OF TRACK /CROSSING/SIGNAL CONSTRUCTION AND REMOVAL EXCEPT AS NOTED.
  - Ⓒ RAISE, LINE AND TAMP TRACK TO DESIGN ELEVATION AND TRANSITION THE TRACK RAISE APPROXIMATELY TWO (2) INCHES IN THE OLD STEESE HIGHWAY CROSSING AND NORMALIZE GRADES ON BOTH SIDES OF RAIL CROSSING.
  - Ⓓ BE RESPONSIBLE FOR ALL TRAFFIC CONTROL (HIGHWAY AND RAIL) DURING TRACK RAISE AND INSTALLATION OF MODULAR CROSSING.
  - Ⓔ PROVIDE ALL RAILROAD FLAG PROTECTION FOR THE PROJECT.
  - Ⓕ PROVIDE ONE QUALIFIED RAILROAD FLAG PERSON FOR APPROXIMATELY SIX HUNDRED (600) HOURS OR AS NEEDED DEPENDING ON THE CONTRACTOR'S APPROACH TO THE PROJECT.
  - Ⓖ ARRANGE FOR FLAG PERSON OR CHANGE FLAG PERSON'S SCHEDULE UPON 48 HOURS NOTICE. IF THE SCHEDULE IS INTERMITTENT, CERTAIN MINIMUMS (SUCH AS CALL-OUTS, ETC.) MUST BE MET.
  - Ⓗ A.R.R.C. WILL SUBMIT ALL TRAFFIC CONTROL PLANS TO ADOT'S TRAFFIC AND SAFETY SECTION FOR REVIEW AND APPROVAL. TRAFFIC CONTROL PLANS (TCP) SHALL BE PREPARED FOR EACH LOCATION AND SUBMITTED FOR REVIEW A MINIMUM OF SEVEN WORKING DAYS PRIOR TO COMMENCEMENT OF WORK.
  - Ⓘ A.R.R.C. WILL REMOVE OLD SIGNAL CONTROLLER, MASTS AND ARRANGE FOR TEMPORARY SIGNALS DURING HIGHWAY CONSTRUCTION.
  - Ⓚ A.R.R.C. WILL INSTALL A NEW MOTION CONTROLLER SIGNAL SYSTEM WITH GATES AND CANTILEVER SIGNALS ON BASES PROVIDED BY CONTRACTOR.
  - Ⓛ A.R.R.C. WILL PERFORM ALL REQUIRED MANUFACTURER'S AND A.R.R.C.'S OPERATIONAL TESTS TO INSURE CORRECT OPERATION OF SIGNAL SYSTEM.
- ④ ITEM 617(1) RAILROAD CROSSING SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT FOR TEMPORARY TRAFFIC CROSSING, ELECTRICAL SERVICE, LOAD CENTER AND CONDUITS, CONCRETE CROSSING PAD SUPPORTS, AND ALL OTHER APPURTENANCES NECESSARY FOR A COMPLETE RAILROAD CROSSING AS DETAILED ON THESE PLANS AND SPECIFICATIONS. ELECTRIC SERVICE AND LOAD CENTER SHALL BE 100 AMP, 240 VOLT MAIN DISCONNECT WITH (1) 50 AMP, 120 VOLT BREAKER AND (1) 20 AMP, 120 VOLT GFI BREAKER, BOTH WITH CONDUCTORS FROM THE SERVICE TO THE SIGNAL CONTROLLER FOUNDATION. USE BREAKERS, CONDUCTORS, AND WEATHER TIGHT ENCLOSURE IN ACCORDANCE WITH NEC AND GVEA REQUIREMENTS. FINAL LOCATION FOR ELECTRIC SERVICE, LOAD CENTER, AND CONDUITS TO BE APPROVED BY A.R.R.C. AND THE PROJECT ENGINEER.

ADDENDUM NO. 1, ATTACHMENT NO. 18

**AS-BUILT PLANS**

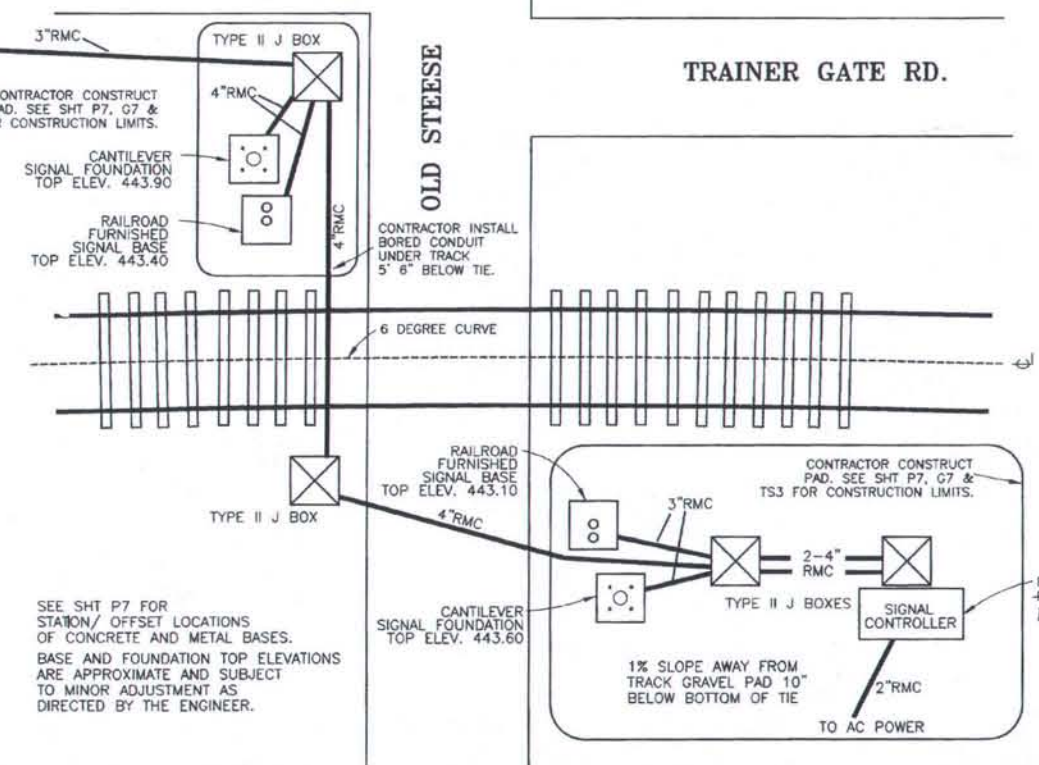
INITIALS:                      DATE:                     



- ① THE CONCRETE SUPPORT SHALL BE CONSTRUCTED AFTER FINAL PAVING.
- ② SAWCUT NEW PAVEMENT.
- ③ THE WEDGE OF CRUSHED AGGREGATE BASE COURSE IS TEMPORARY AND NEEDED TO PREVENT THE MATERIAL UNDER THE NEW ASPHALT FROM SLOUGHING OUT BEFORE THE CLASS "A" CONCRETE IS INSTALLED.
- ④ OVERLAP REBAR 12" AND TIE TOGETHER WITH TIE WIRE. USE BRICKS TO SUPPORT REBAR.
- ⑤ USE A NINE SACK MIX OF TYPE THREE CEMENT. USE ZERO SLUMP CONCRETE AND ADD SUPER PLASTICER ON SITE TO REDUCE SETTING TIME.
- ⑥ ALL DIMENSIONS AND LABELING ARE TYPICAL AND APPLY TO CONCRETE SUPPORTS ON EACH SIDE OF THE CROSSING.
- ⑦ THIS DETAIL SHALL APPLY ONLY IF OMNI RUBBER PRODUCTS, INC., IS USED FOR THE MODULAR CROSSING PAD. THE CONTRACTOR'S WORK AND MATERIALS SHOWN ABOVE BE INCIDENTAL TO ITEM 617(1) RAILROAD CROSSING.

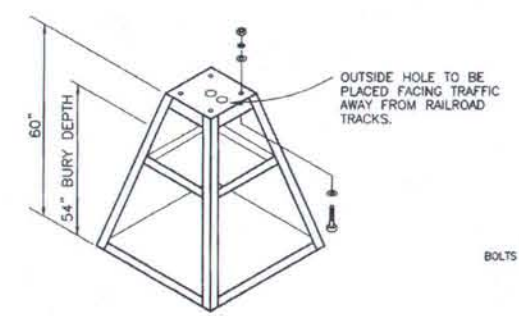
### A MODULAR CROSSING PAD CONCRETE SUPPORT DETAIL

3" CONDUIT FOR TRACK SENSOR  
INSTALL APPROXIMATELY 30LF 3" RMC  
INSTALL END CAP  
STA 056+36+26.91, 62.19 LT.



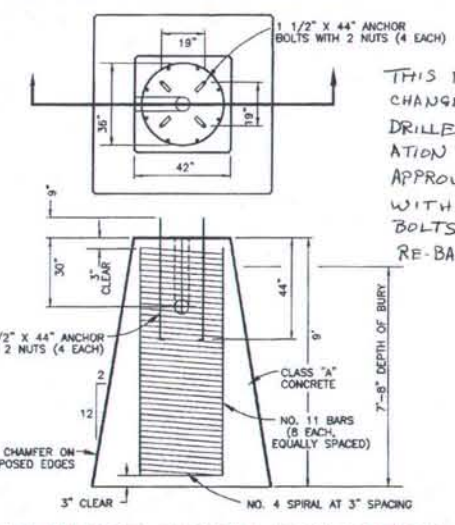
### B SIGNAL LAYOUT FOR CANTILEVERS AND GATES

- NOTES:
1. RAILROAD FURNISHED SIGNAL BASE IS TO BE SUPPLIED BY A.R.R.C. AND INSTALLED BY THE CONTRACTOR.
  2. RAILROAD FURNISHED SIGNAL BASE IS INDICATED AS METAL GATE BASE ON SHEET P7.
  3. USE 12" BEDDING OF SELECTED MATERIAL, TYPE A, COMPACTED TO 95% O.D., UNDER BOTTOM OF SIGNAL BASE. BACKFILL WITH SELECTED MATERIAL, TYPE A, COMPACTED TO 95% O.D.
  4. STRUCTURE EXCAVATION, BEDDING MATERIAL, AND BACKFILL MATERIAL WILL NOT BE PAID FOR SEPARATELY BUT WILL BE SUBSIDIARY TO ITEM 617(4) RAILROAD FURNISHED SIGNAL BASE.



### C RAILROAD FURNISHED SIGNAL BASE

- NOTES:
1. CANTILEVER SIGNAL FOUNDATION IS INDICATED AS CONCRETE CANTILEVER BASE ON SHEET P7.
  2. USE 12" BEDDING OF SELECTED MATERIAL, TYPE A, COMPACTED TO 95% O.D., UNDER BOTTOM OF CANTILEVER SIGNAL FOUNDATION. BACKFILL WITH SELECTED MATERIAL, TYPE A, COMPACTED TO 95% O.D.
  3. STRUCTURE EXCAVATION, BEDDING MATERIAL, AND BACKFILL MATERIAL WILL NOT BE PAID FOR SEPARATELY BUT WILL BE SUBSIDIARY TO ITEM 617(3) CANTILEVER SIGNAL FOUNDATION.



### D CANTILEVER SIGNAL FOUNDATION

THIS FOUNDATION WAS CHANGED TO A CAST IN DRILLED HOLE (ODH) FOUNDATION AT THE AS APPROVED BY THE A.R.R.C. WITH PLAN ANCHOR BOLTS AND A SIMILAR RE-BAR CAGE.



DATE	REVISION	BY
4/10/00	TOP ELEVATIONS AND NOTE ADDITIONS	MJN
7/8/99	MINOR NOTES CHANGES	MJN

DESIGNED: DOT	APPROVED:
DRAWN: STAFF	
CHECKED: GSC	CITY ENGINEER
DATE: MAY 1999	FILE: OSD9

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
RAILROAD CROSSING DETAILS

D9

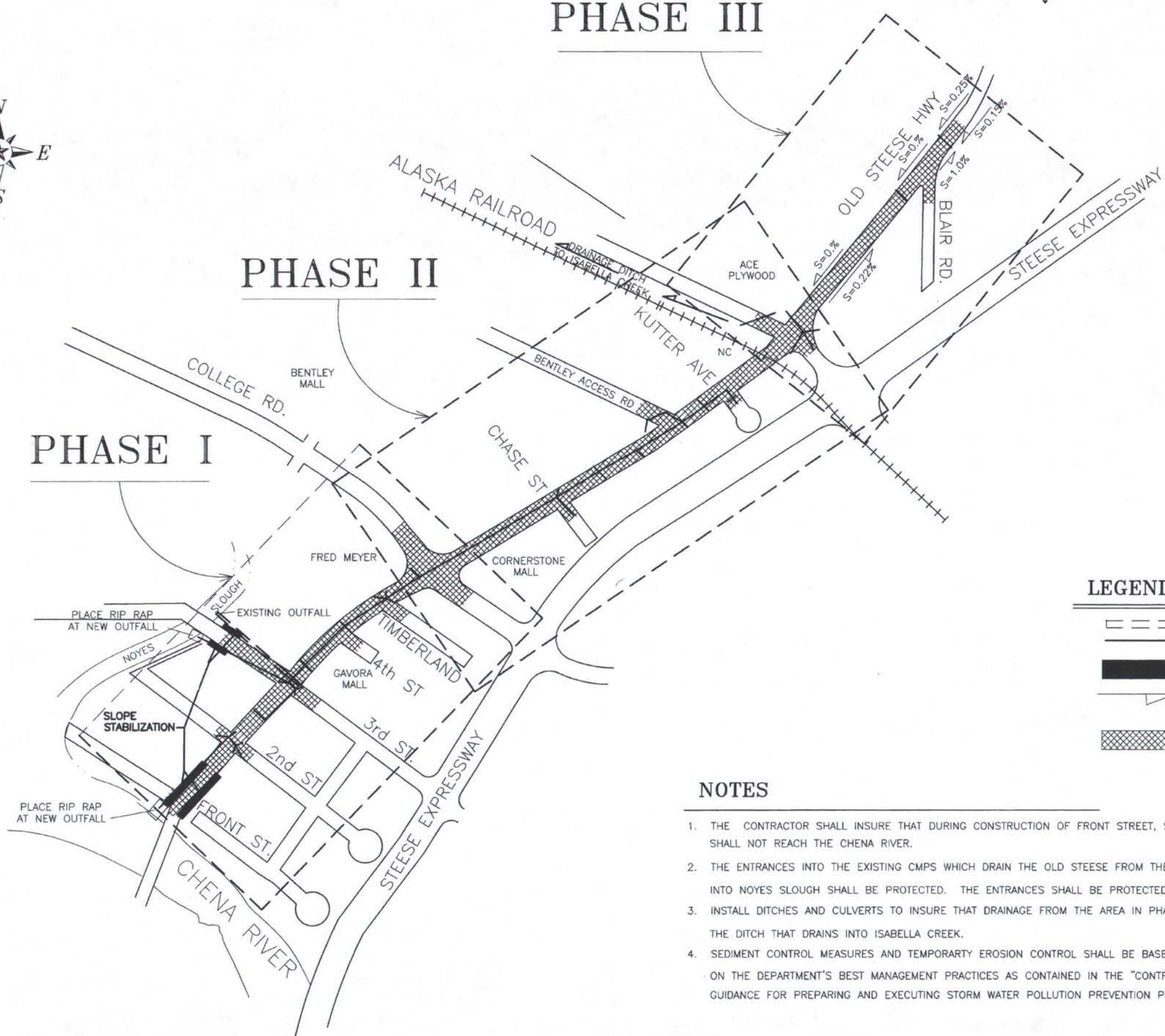
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	26	124



# PHASE III

# PHASE II

# PHASE I



### LEGEND

- OLD STORM DRAIN
- NEW STORM DRAIN
- SLOPE WITH MATTING AND TOPSOIL
- DIRECTION OF FLOW FOR DITCH
- CONSTRUCTION LIMITS - THIS PROJECT

### NOTES

1. THE CONTRACTOR SHALL INSURE THAT DURING CONSTRUCTION OF FRONT STREET, SILT LADEN RUNOFF FROM FRONT STREET SHALL NOT REACH THE CHENA RIVER.
2. THE ENTRANCES INTO THE EXISTING CMPS WHICH DRAIN THE OLD STEESE FROM THE BRIDGE TO MINNIE ST INTO NOYES SLOUGH SHALL BE PROTECTED. THE ENTRANCES SHALL BE PROTECTED TO THE NEW STORM DRAIN SYSTEM.
3. INSTALL DITCHES AND CULVERTS TO INSURE THAT DRAINAGE FROM THE AREA IN PHASE THREE DRAIN TO THE DITCH THAT DRAINS INTO ISABELLA CREEK.
4. SEDIMENT CONTROL MEASURES AND TEMPORARY EROSION CONTROL SHALL BE BASED ON THE DEPARTMENT'S BEST MANAGEMENT PRACTICES AS CONTAINED IN THE "CONTRACTOR GUIDANCE FOR PREPARING AND EXECUTING STORM WATER POLLUTION PREVENTION PLANS".

**AS-BUILT PLANS**



INITIALS *[Signature]* DATE *[Date]*

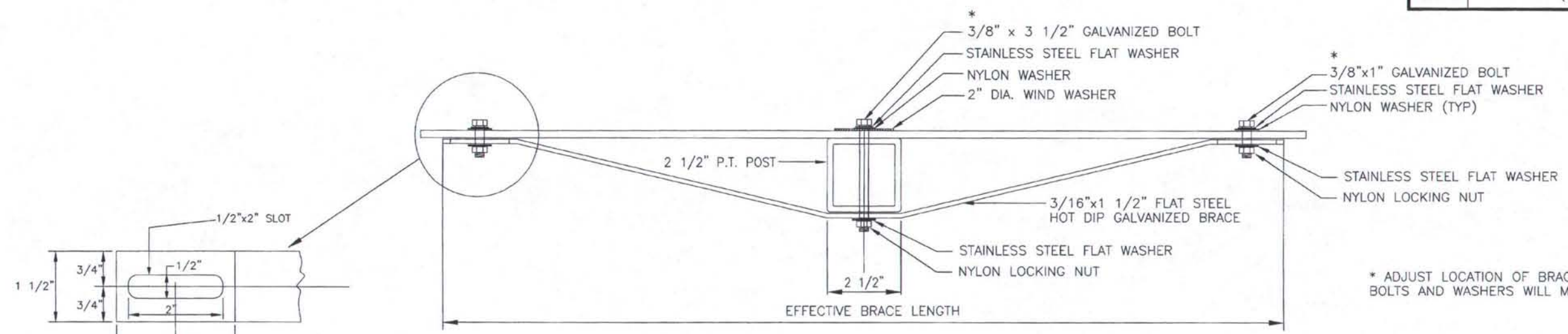
DATE	REVISION	BY

DESIGNED: CJH	FILE NAME: OSD10
DRAWN: STAFF	SCALE FACTOR: 300
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION:

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
**EROSION AND SEDIMENT CONTROL PLAN**

**D10**

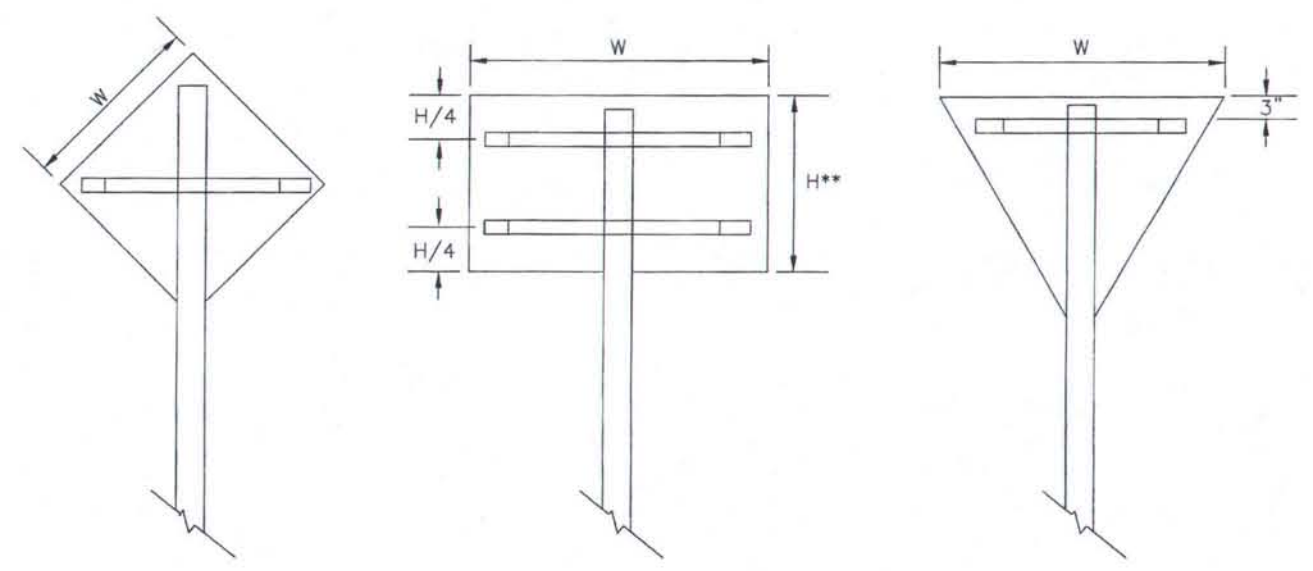


\* ADJUST LOCATION OF BRACING SO THAT BOLTS AND WASHERS WILL MISS THE LEGEND.

DETAIL OF BRACE SLOT  
ELEVATION VIEW

PERFORATED TUBE POST SIGN BRACING  
PLAN VIEW

SIGN WIDTH(W)	EFFECTIVE BRACE LENGTH		
	WARNING	YIELD	OTHER
30"	36"	24"	24"
36"	42"	30"	30"
42"	48"	-	36"
48"	USE TWO POSTS	36"	42"



\*\* USE ONE BRACE WHEN  $H \leq 18"$   
 USE TWO BRACES WHEN  $18" < H \leq 48"$   
 USE THREE BRACES WHEN  $H > 48"$

**AS-BUILT PLANS**  
 INITIALS *[Signature]* DATE *03/06/01*



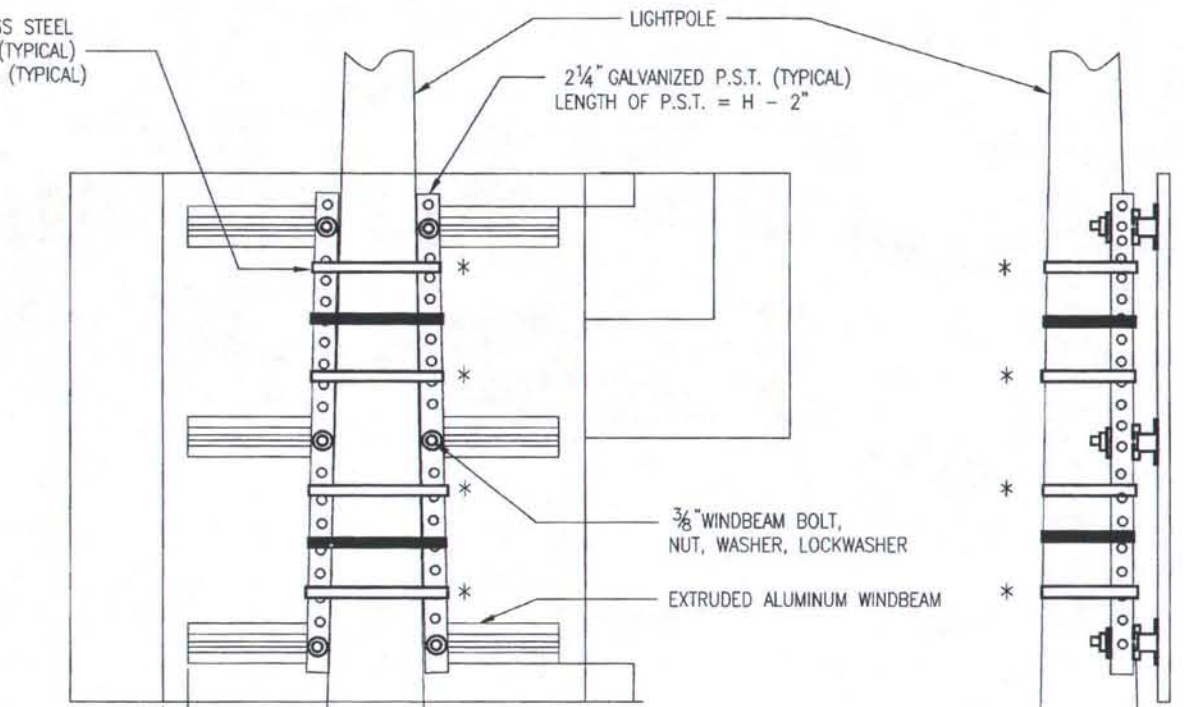
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	28	124

# LIGHT POLE SIGN BRACING

BANDING: 3/4" x 0.030 STAINLESS STEEL  
DOUBLE BANDING (TYPICAL)  
BUCKLES: 3/4" STAINLESS STEEL (TYPICAL)

LIGHTPOLE  
2 1/4" GALVANIZED P.S.T. (TYPICAL)  
LENGTH OF P.S.T. = H - 2"

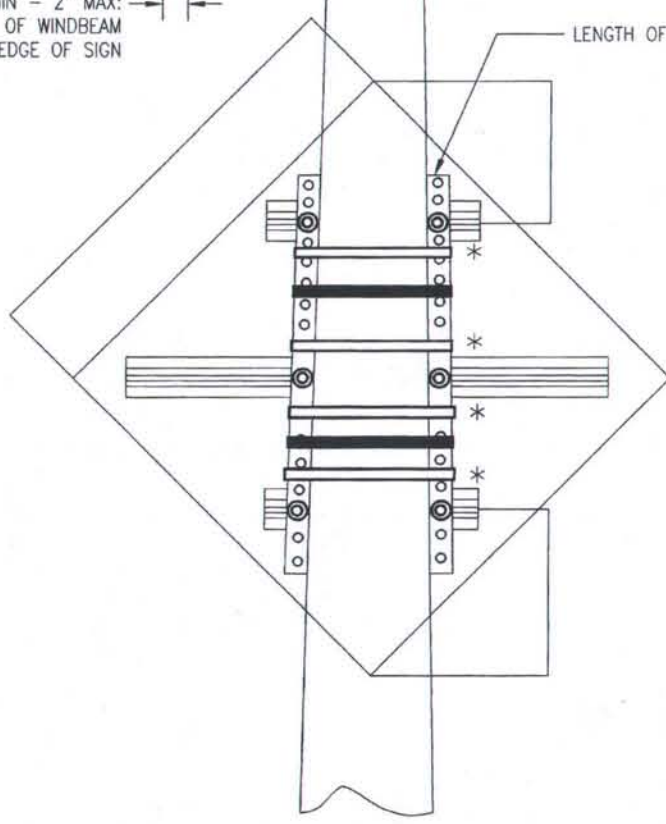
IF H > 48" 3 WINDBEAMS ARE REQUIRED  
IF 15" < H ≤ 48" USE 2 WINDBEAMS  
IF H ≤ 15" USE 1 WINDBEAM  
USE 4 BANDS H > 48"  
USE 2 BANDS H < 48"  
\* BAND LOCATIONS  
SPACE BANDS H/5  
WHEN 4 ARE REQUIRED



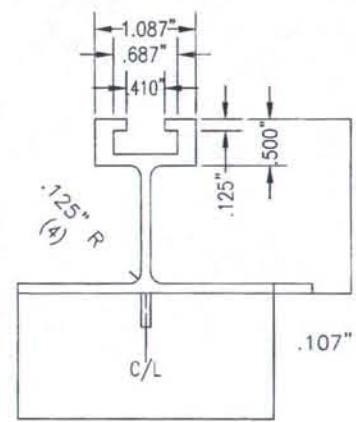
1" MIN - 2" MAX:  
END OF WINDBEAM  
TO EDGE OF SIGN

LENGTH OF P.S.T. = W - 2"

IF W > 36"  
3 WINDBEAMS ARE REQUIRED  
IF W < 36"  
USE WINDBEAMS  
USE 4 BANDS W > 48"  
USE 2 BANDS W < 48"  
\* BAND LOCATIONS  
SPACE BANDS W/5  
WHEN 4 ARE REQUIRED



NOTES:  
1. ATTACH SIGN TO WINDBEAMS WITH 3/16" RIVETS AT 4" STAGGERED SPACING.



- NOTES
- ALUMINUM ALLOY 6061-T6 SHALL BE USED FOR EXTRUDED WINDBEAM AND RIVETS.
  - ATTACH SIGN TO WINDBEAM WITH 3/16" RIVETS AT 4" STAGGERED SPACING.

## EXTRUDED ALUMINUM WINDBEAM

AS-BUILT PLANS

INITIALS *[Signature]* DATE *[Date]*



DATE	REVISION	BY
8/10/92	CREATED & FINISHED	TS
2/15/96	REPLACED OLD WITH NEW	CMA
3/15/96	CLEAN-UP OF NEW	CMA
6/10/99	CITY BORDER ADDED	DEW

DESIGNED: ADOT	FILE NAME: OSD12
DRAWN: ADOT	SCALE FACTOR: 300
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION:

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
SIGN DETAILS

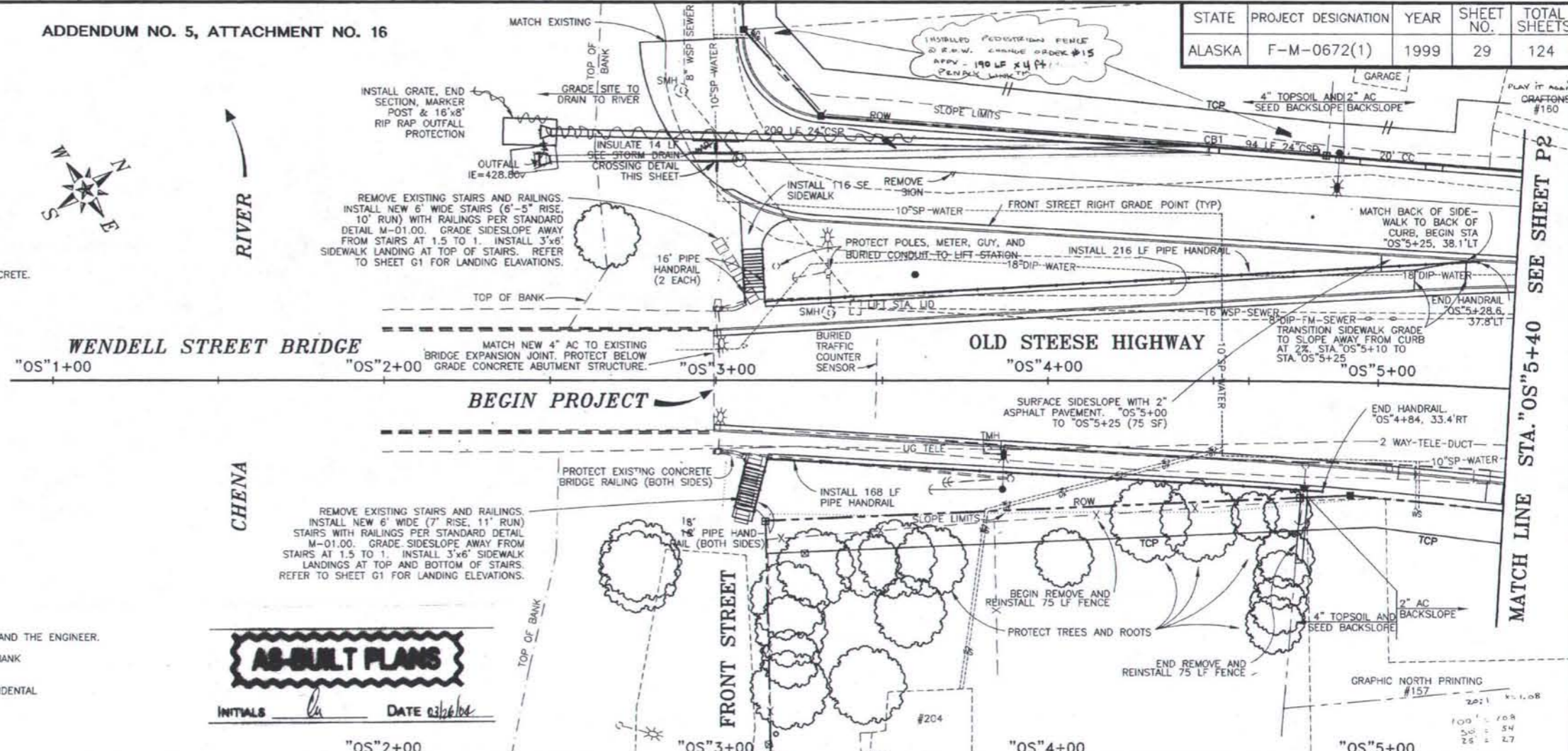
D12

**GENERAL NOTES**

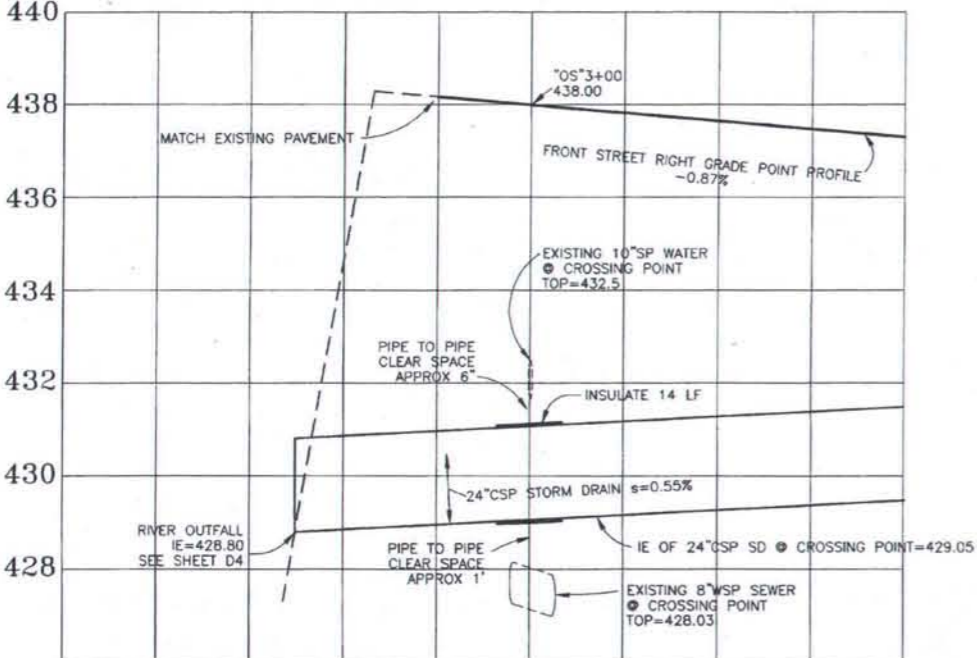
- GRADES AND ALIGNMENT SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
- APPROACH LOCATION AND CULVERT LENGTHS AND LOCATIONS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
- ALL MATCH LINES WITH EXISTING PAVEMENTS SHALL BE SAWCUT.
- MONUMENTS INDICATED TO BE INSTALLED ON THE PLAN SHEETS FOR THIS PROJECT WILL BE REESTABLISHED IN ACCORDANCE WITH SECTION 642 OF THE SPECIFICATIONS. THIS WORK WILL BE PAID FOR AS PAY ITEM 614(1) SURVEY MONUMENTS.
- CLEARING AND GRUBBING LIMITS SHALL BE TO THE RIGHT OF WAY, SHALL BE NEAT AND ORDERLY, AND AS DIRECTED BY THE ENGINEER.
- THE REMOVAL OF EXISTING ASPHALT PAVEMENT WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE SUBSIDIARY TO PAY ITEM 203(3).
- CONSTRUCTION OF MEDIAN CURB AND GUTTER NOSE SHALL BE PAID FOR AS PAY ITEM 609(3) CURB RAMP. CONSTRUCTION OF RETAINING WALL SHALL BE PAID FOR AS PAY ITEM 501(4) CLASS A CONCRETE. FLEXIBLE MARKER POSTS WILL BE SUBSIDIARY TO CLASS A CONCRETE.
- DEPRESS CURB AND SIDEWALK AT CURB RETURN ENDS AND IN RADII AS INDICATED ON THE PLANS FOR HANDICAP ACCESS. MAXIMUM SLOPE 12:1. PAYMENT SHALL BE BY PAY ITEM 609(3) CURB RAMP.
- ALL DISTANCES SHOWN ON PLANS ARE HORIZONTAL MEASUREMENTS.
- INSULATION SHOWN ON STORM DRAINS SHALL BE 2" URETHANE FOAM. PAYMENT FOR ALL WORK INCLUDING LABOR, MATERIAL AND SUPERVISION SHALL BE SUBSIDIARY TO STORM DRAIN CONSTRUCTION PAY ITEMS 603(17-12 THRU 36). INSULATION BOARD, WHERE INDICATED ON PLANS OR DETAIL SHEETS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE SUBSIDIARY TO UNCLASSIFIED EXCAVATION OR THE UTILITY BEING INSTALLED.
- HORIZONTAL ALIGNMENT, LAYOUT, AND POINT ELEVATIONS SHALL BE AS INDICATED ON SHEETS G1 THROUGH G11.
- EXISTING PROPERTY CORNERS SET ON RIGHT OF WAY LIMITS WILL BE REPLACED BY OTHERS AND CONFORM TO RECORD OF SURVEY FOR THIS PROJECT.
- TEMPORARY CONSTRUCTION PERMITS (TCP) AREAS SHALL BE LEFT IN A CLEAN, USABLE CONDITION DURING THE WINTER SHUTDOWN PERIOD OR WHEN WORK IN THE IMMEDIATE AREA HAS BEEN SUSPENDED.
- TCP AREAS SHALL NOT BE USED FOR OVERNIGHT OR EXTENDED STORAGE OF CONSTRUCTION EQUIPMENT UNLESS PRIOR APPROVAL HAS BEEN GRANTED BY THE PROPERTY OWNER. AFTER USE OF A TCP AREA, THE AREA SHALL BE CLEANED UP, GRADED SMOOTH, AND LEFT IN A CONDITION USABLE BY THE PROPERTY OWNER, UNLESS OR UNTIL REQUIRED FOR FURTHER CONSTRUCTION ACTIVITY.
- REMOVE AND REINSTALL FENCE AS INDICATED ON THE DRAWINGS. REINSTALLED FENCE SHALL BE EQUAL TO PRECONSTRUCTION CONDITION. THIS WORK WILL BE PAID FOR AS PAY ITEM 607(4) RECONSTRUCT FENCE.
- CONTRACTOR SHALL MAINTAIN DUST CONTROL WATERING AS DIRECTED BY THE SPECIFICATIONS AND THE ENGINEER.
- SEE "TC" SHEETS FOR TELEPHONE CABLING WORK, AND "DB" SHEETS FOR TELEPHONE DUCT BANK WORK. THESE ITEMS NOT SHOWN ON "P" SHEETS OR "SW" SHEETS FOR CLARITY.
- DEWATERING, IF REQUIRED, WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE BID ITEM FOR WHICH THE DEWATERING IS NECESSARY TO INSTALL.
- SEE SHEET NUMBER 32 FOR ADDITIONAL SUBSIDIARY ITEMS.

**ADDENDUM NO. 5, ATTACHMENT NO. 16**

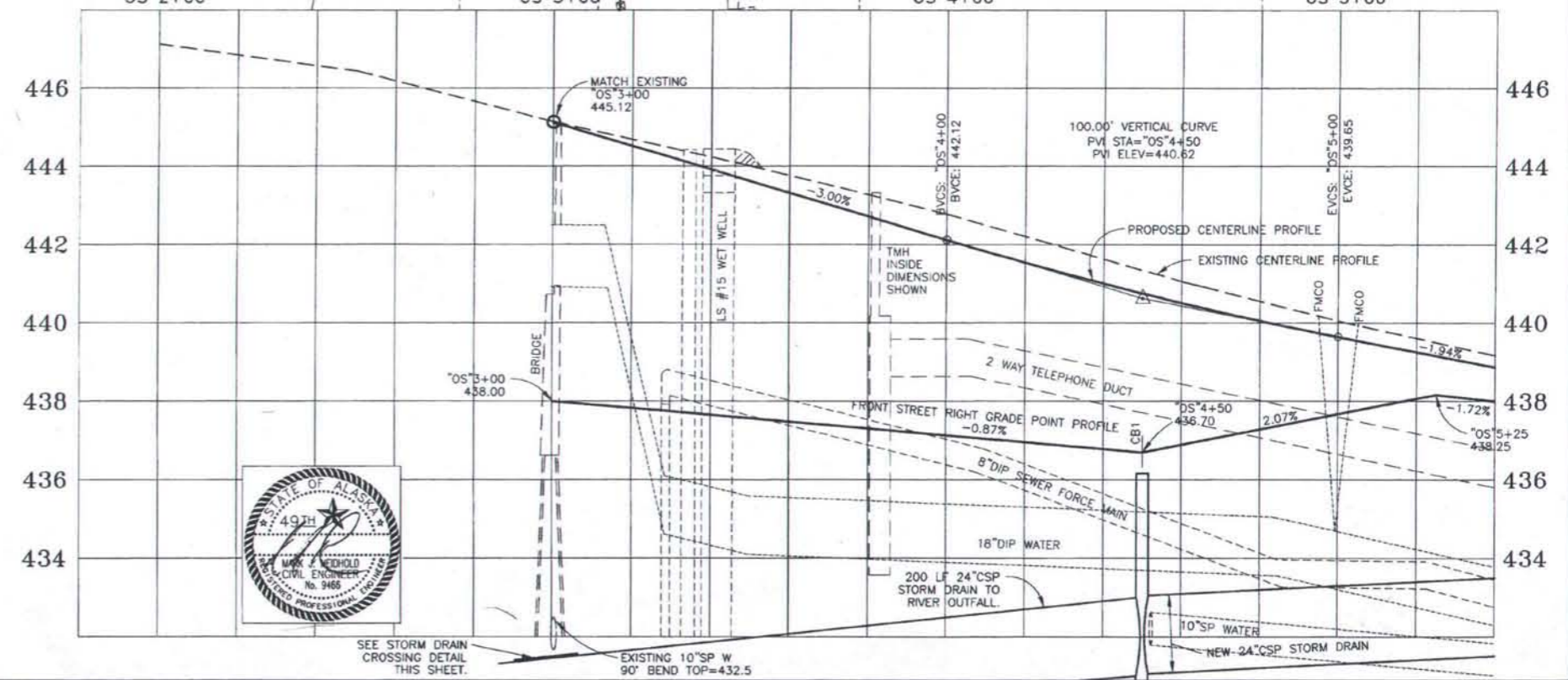
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	29	124



**AS-BUILT PLANS**  
 INITIALS *lu* DATE *02/26/00*



STORM DRAIN CROSSING DETAIL - STA. "OS"3+00, 75' LT



DATE	REVISION	BY
5/3/00	NOTES UPDATES	MJN
7/22/99	NOTES UPDATES	MJN

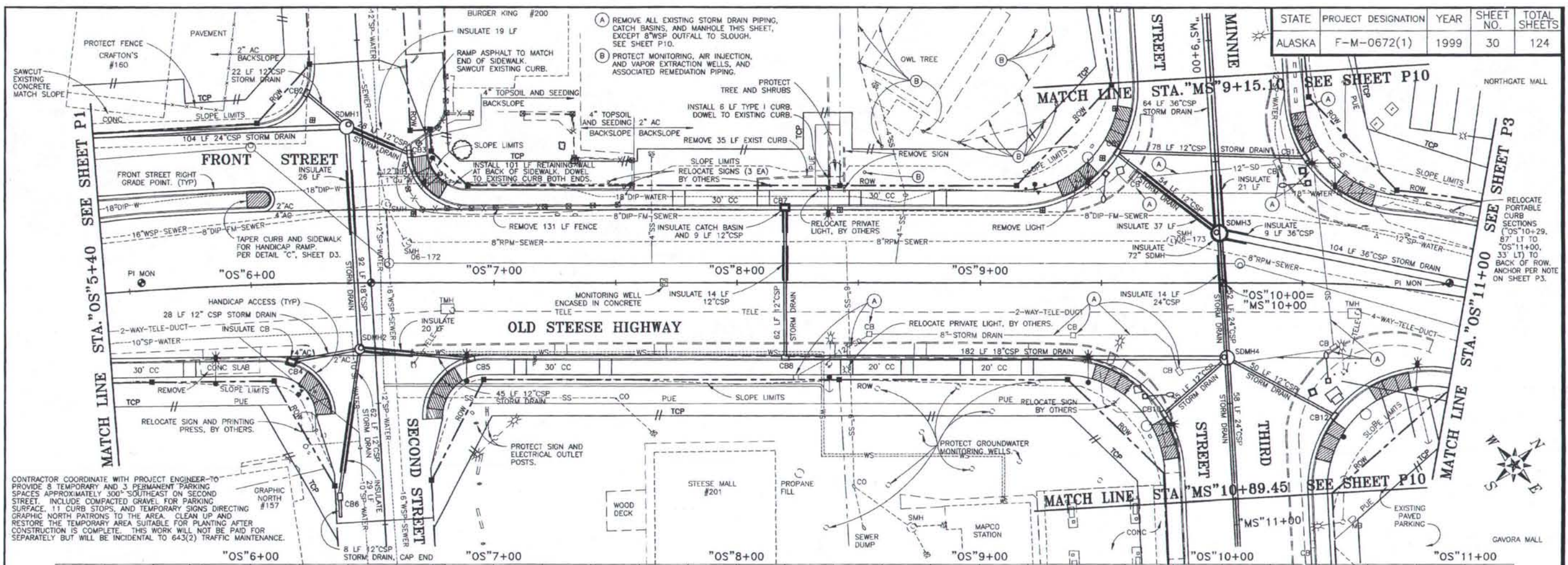
SCALE CORRECTION  
 20:1 100' = 108  
 X = 1.08

DESIGNED: MJN	FILE NAME: OSPP1CV
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION: 55D24'53"

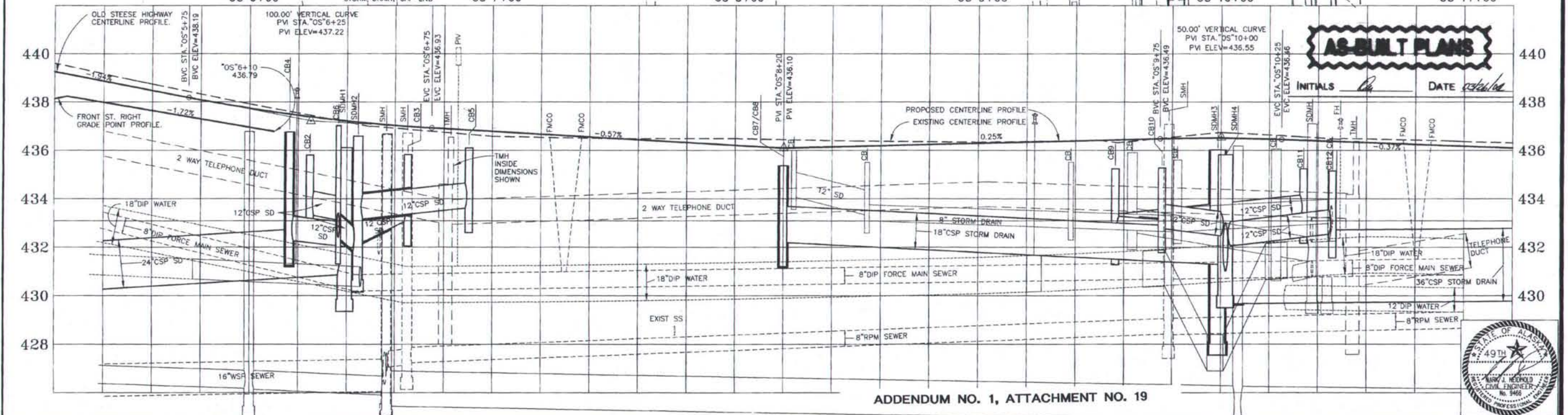
**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
 STA. "OS"3+00 TO STA. "OS"5+40

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	30	124



CONTRACTOR COORDINATE WITH PROJECT ENGINEER TO PROVIDE 8 TEMPORARY AND 3 PERMANENT PARKING SPACES APPROXIMATELY 300' SOUTHWEST ON SECOND STREET. INCLUDE COMPACTED GRAVEL FOR PARKING SURFACE, 11 CURB STOPS, AND TEMPORARY SIGNS DIRECTING GRAPHIC NORTH PATRONS TO THE AREA. CLEAN UP AND RESTORE THE TEMPORARY AREA SUITABLE FOR PLANTING AFTER CONSTRUCTION IS COMPLETE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCIDENTAL TO 643(2) TRAFFIC MAINTENANCE.



**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *[Date]*



ADDENDUM NO. 1, ATTACHMENT NO. 19

DATE	REVISION	BY
3/22/00	MINOR NOTES REVISION BY OWL TREE	MJN
5/10/99	ADDED ADDITIONAL MAPCO CURB CUT	MJN
1/16/97	ADDED ADDITIONAL MAPCO CURB CUT	MJN

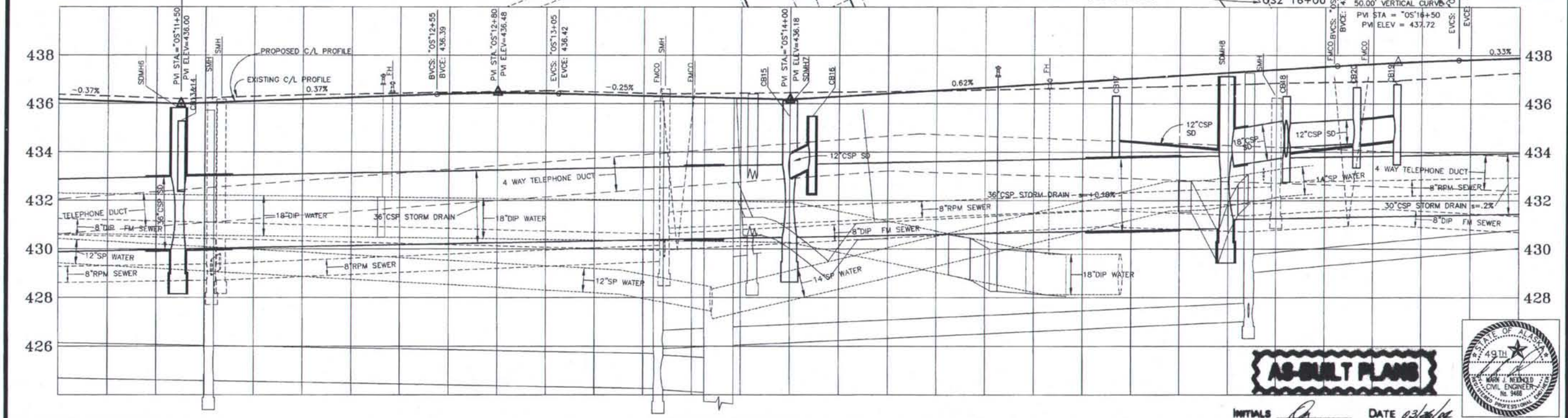
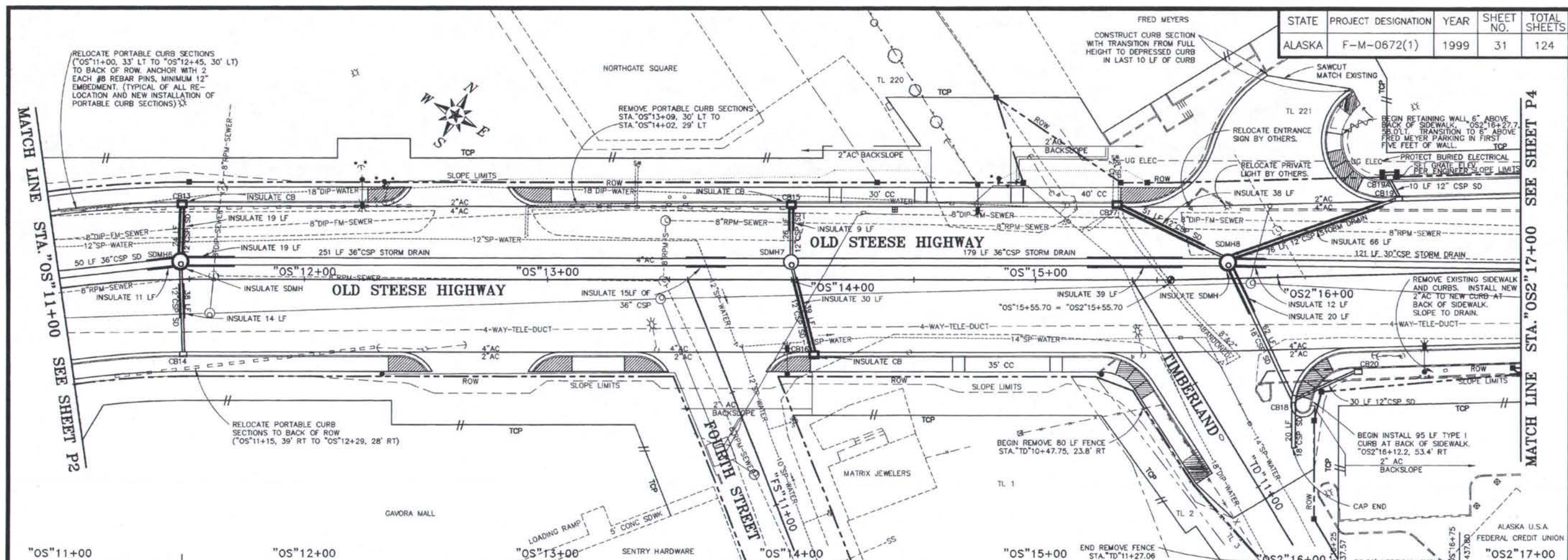
DESIGNED: MJN	FILE NAME: OSPP2CV
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -47D38'14"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STA."OS"5+40 TO STA."OS"11+00

P2

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	31	124



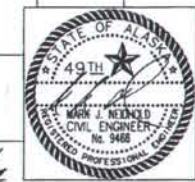
DATE	REVISION	BY
7/18/97	ADDED CATCH BASIN 19A	MJN

DESIGNED:	FILE NAME:
MJN/RGS	OSPP3CV
DRAWN:	PLOT FACTOR:
STAFF	20
CHECKED:	FILE NUMBER:
GSC	
DATE:	SHEET ROTATION:
MAY 1999	-29039'19"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STA. OS 11+00 TO STA. OS 2 17+00

P3



AS-BUILT PLANS

INITIALS *AS* DATE *03/20/00*



**ADDITIONAL SUBSIDIARY ITEMS**

- CONSTRUCTION OF STAIRS AT "OS"3+10, 30'LT AND 30'RT, AND MATCH AND DOWEL NEW RETAINING WALL AND CURB TO EXISTING, WHERE INDICATED IN THESE PLANS, WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 501(4) CLASS A CONCRETE.
- RELOCATE PORTABLE CURB SECTIONS, SAWCUT EXISTING SLAB AND GRADE BACKSLOPE, OBLITERATE DIRT ROAD, AND OBLITERATE EXISTING APPROACH AND CONSTRUCT BERM, WHERE INDICATED IN THESE PLANS, WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 202(1) REMOVAL OF STRUCTURES AND OBSTRUCTIONS.
- CONSTRUCT HYDRANT PAD, WHERE INDICATED ON THESE PLANS, WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT WILL BE CONSIDERED SUBSIDIARY TO ITEMS 203(6) BORROW AND THE SPECIFIC 627(5-#) ITEM FOR THE ASSOCIATED FIRE HYDRANT BEING CONSTRUCTED.
- REPAIR CATCH BASIN, GROUT OPENING, AND ADJUST GRADE ELEVATION, WHERE INDICATED ON PLAN SHEET NUMBER 36, WILL NOT BE MEASURED OR PAID FOR SEPARATELY BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 603(1-12) 12" CORRUGATED STEEL PIPE.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	32	124

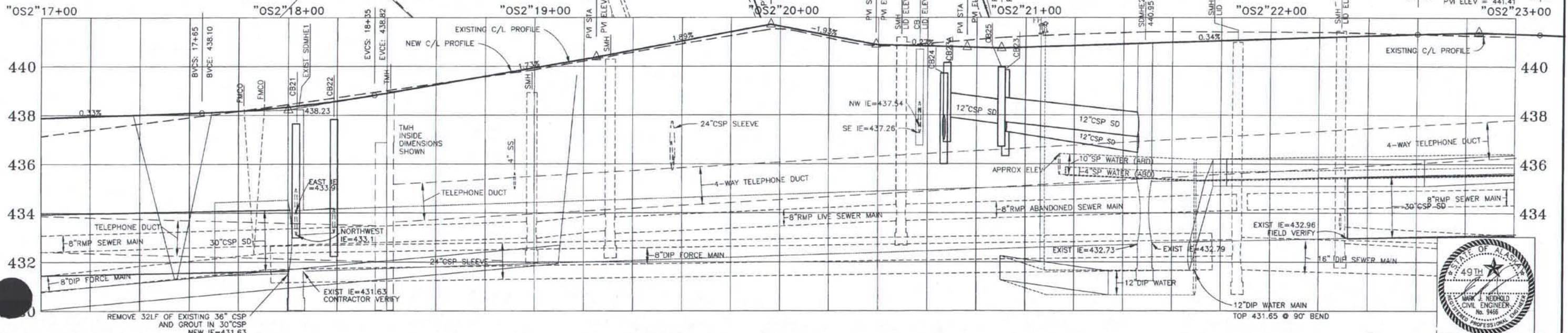
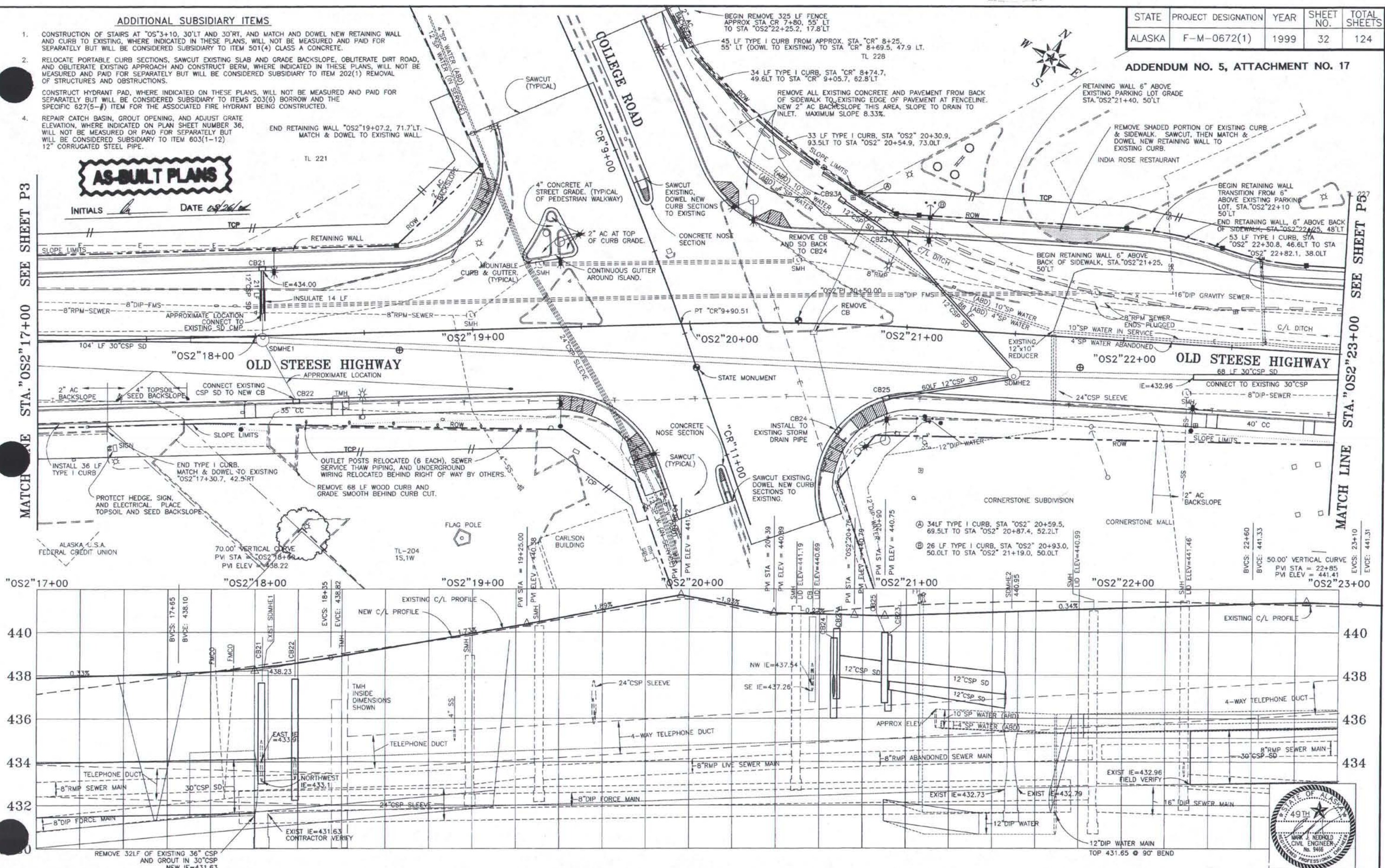
**ADDENDUM NO. 5, ATTACHMENT NO. 17**

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *05/26/99*

MATCH LINE STA. "OS2" 17+00 SEE SHEET P3

MATCH LINE STA. "OS2" 23+00 SEE SHEET P53

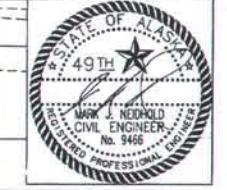


DATE	REVISION	BY
5/4/00	NOTES ADDITION	M/JN
2/11/00	MINOR CHANGES / CURB RAMPS	AC / M/JN
10/1/98	REMOVED FENCE AT CORNER, ADDED CURBS	M/JN
4/2/97	CHANGED ISLAND CURB TYPE AND PARCEL 16 CC	M/JN

DESIGNED: M/JN/RGS	FILE NAME: OSPP4CV
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -290.39°19'

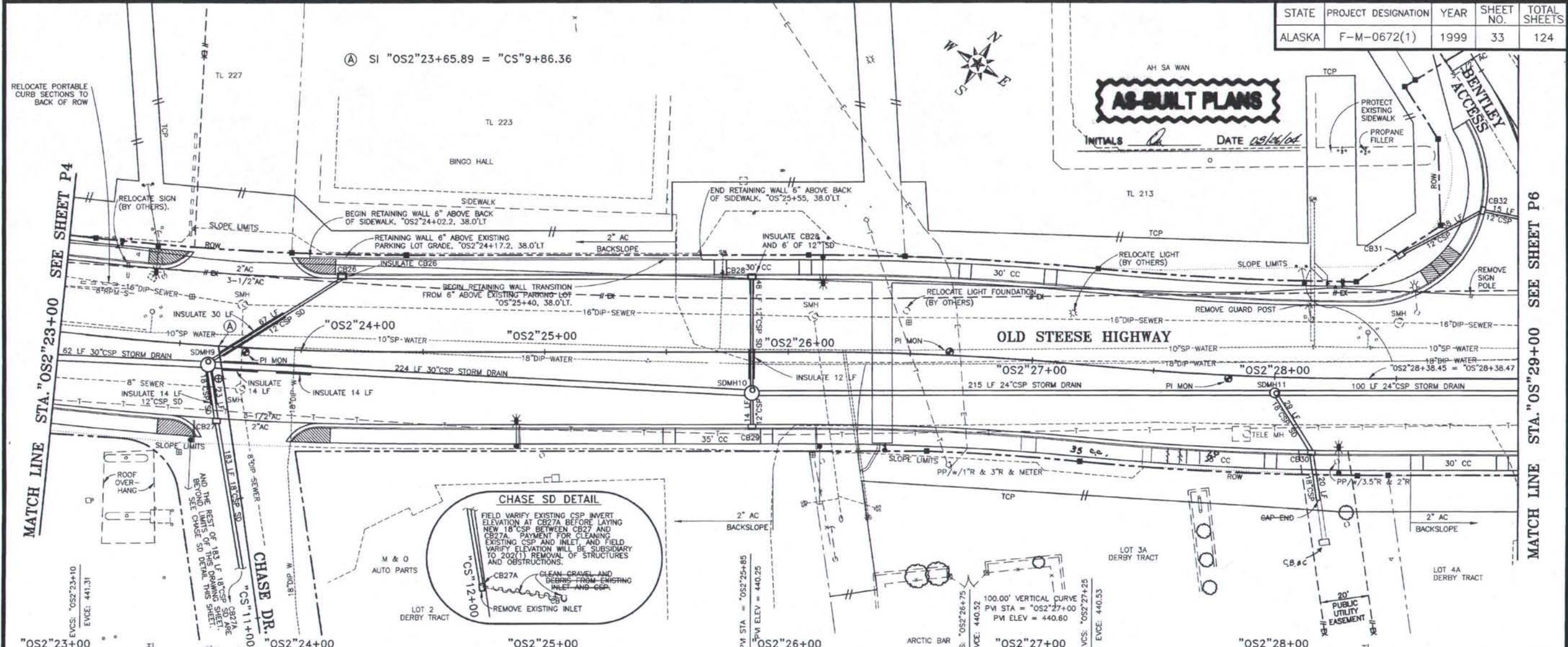
**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "OS2" 17+00 TO STA. "OS2" 23+00

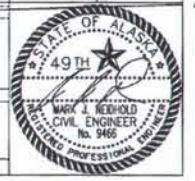
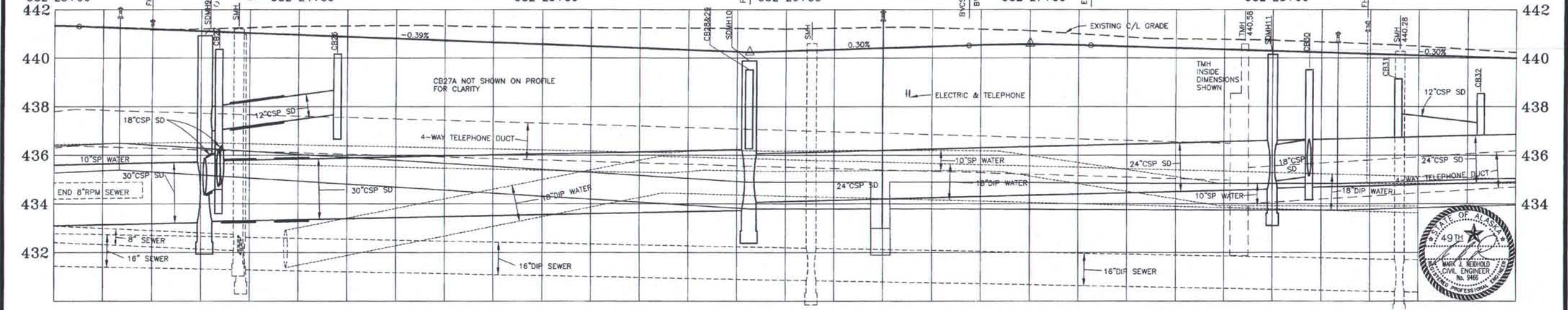


**P4**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	33	124



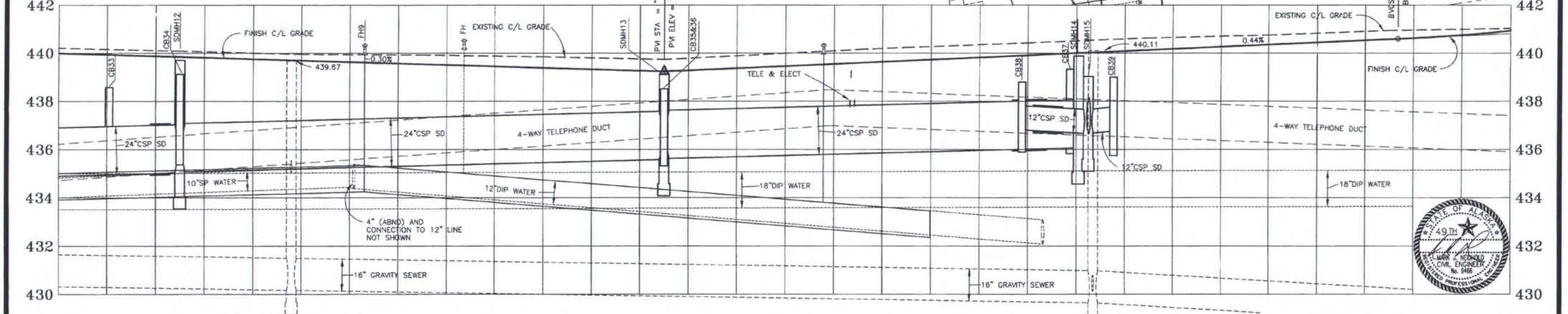
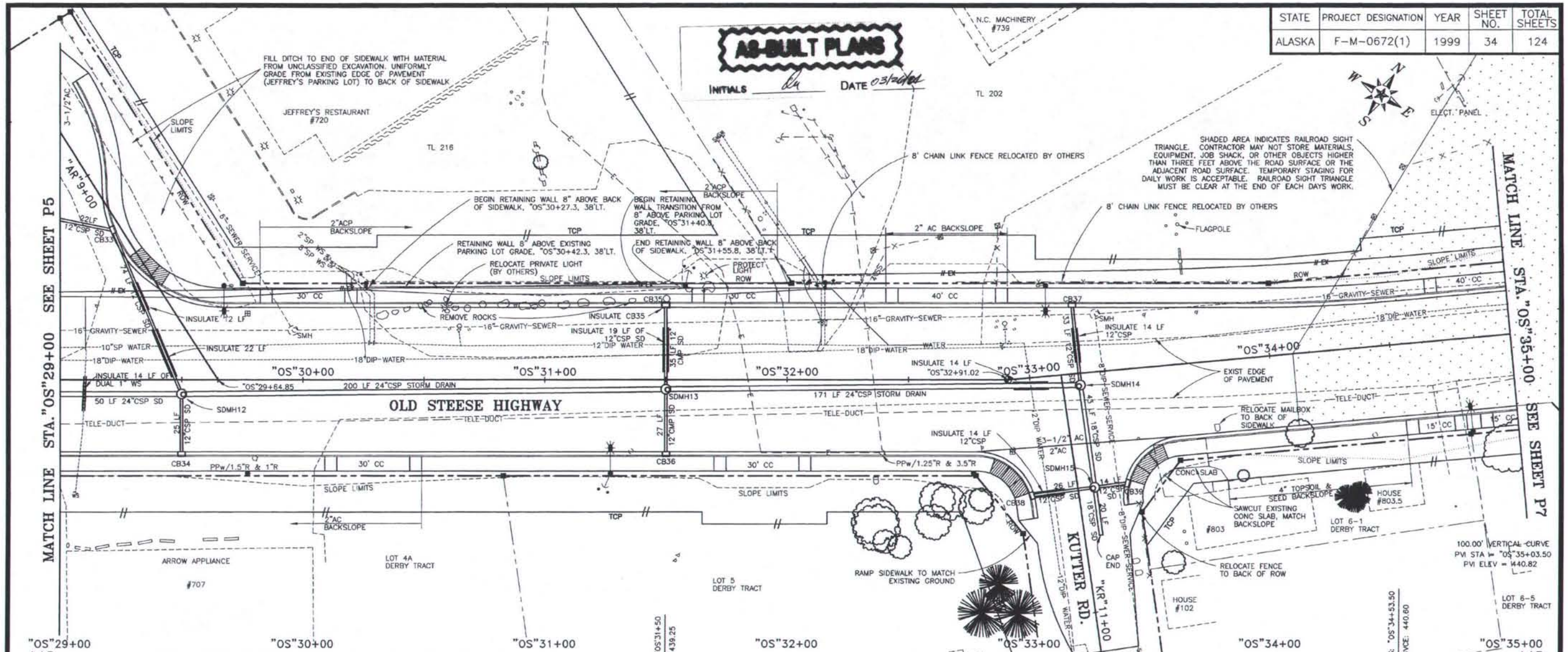
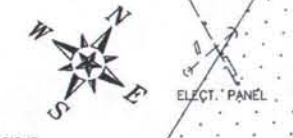
**CHASE SD DETAIL**  
 FIELD VERIFY EXISTING CSP INVERT ELEVATION AT CB27A BEFORE LAYING NEW 18\"/>



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	34	124

**AS-BUILT PLANS**

INITIALS *LM* DATE *03/20/01*



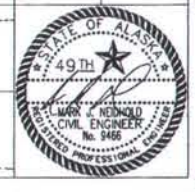
MAY 1997	REVISED DRIVEWAYS AND ADDED RR CLEAR ZONE	MJN

DESIGNED: MJN/RGS	FILE NAME: OSPP6CV
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -32D31'05"

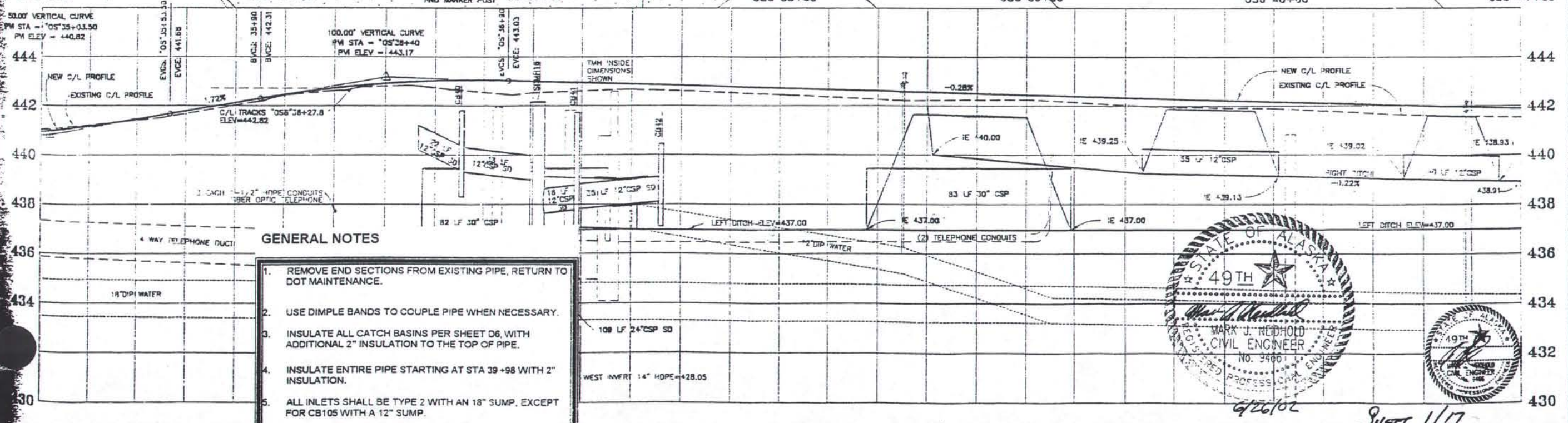
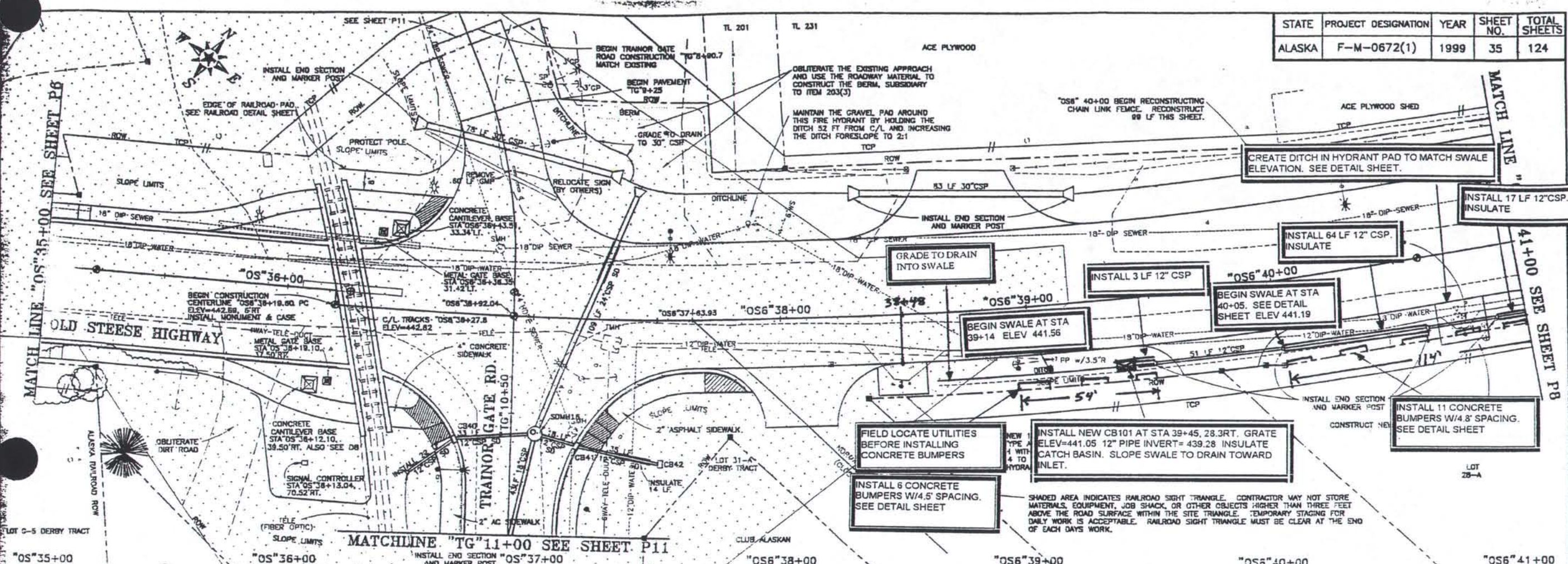
**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS"29+00 TO STA."OS"35+00

P6



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	35	124



- GENERAL NOTES**
1. REMOVE END SECTIONS FROM EXISTING PIPE, RETURN TO DOT MAINTENANCE.
  2. USE DIMPLE BANDS TO COUPLE PIPE WHEN NECESSARY.
  3. INSULATE ALL CATCH BASINS PER SHEET D6, WITH ADDITIONAL 2" INSULATION TO THE TOP OF PIPE.
  4. INSULATE ENTIRE PIPE STARTING AT STA 39+98 WITH 2" INSULATION.
  5. ALL INLETS SHALL BE TYPE 2 WITH AN 18" SUMP, EXCEPT FOR CB105 WITH A 12" SUMP.
  6. BACKFILL SHALL BE SELECT MATERIAL, BORROW A.

DESIGNED: MJM/RGS	FILE NAME: OSPPTCV
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

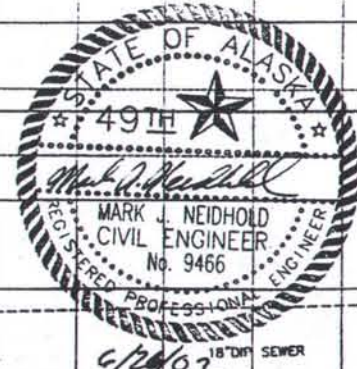
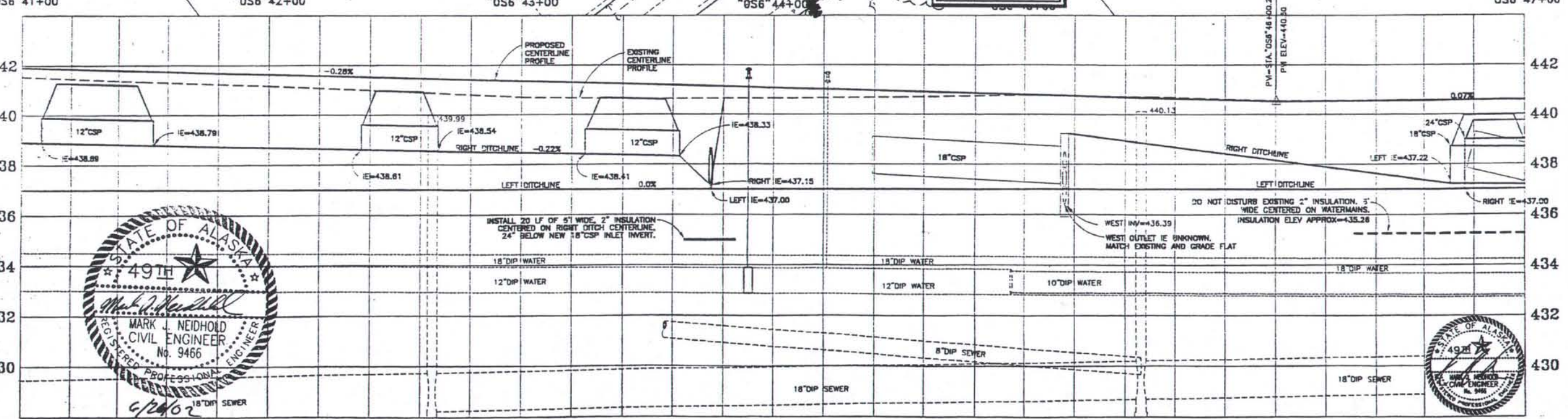
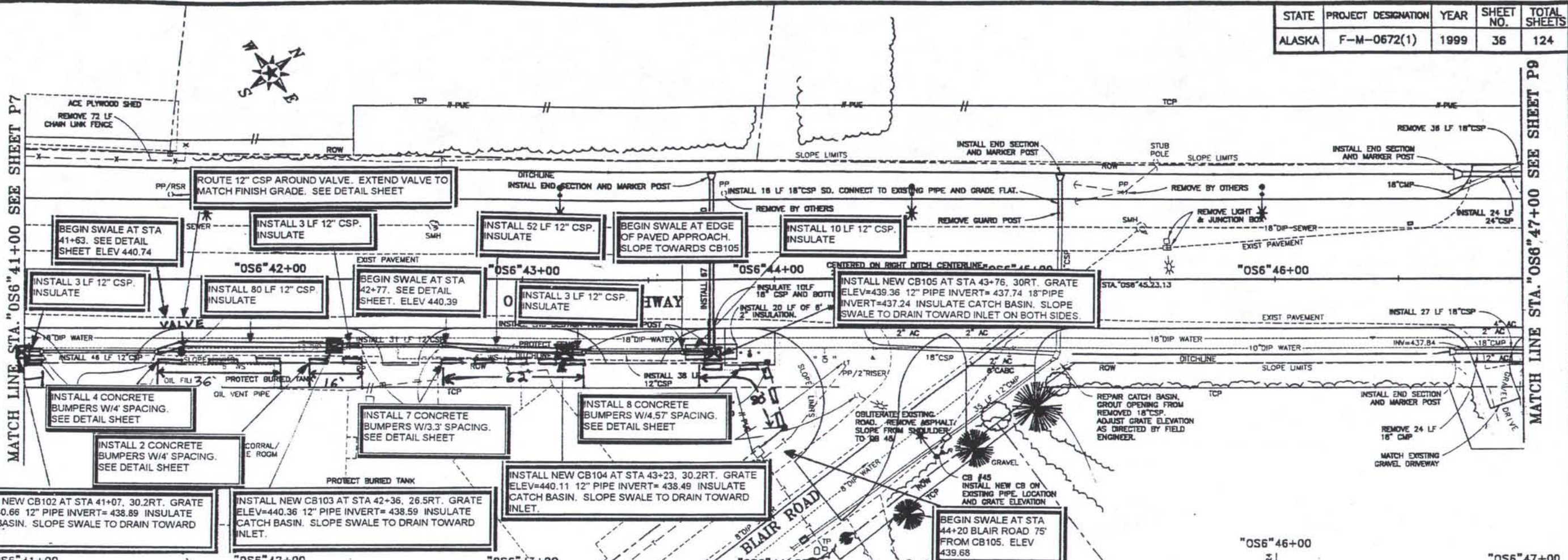


**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "OS"35+00 TO STA. "OS"41+00

P7

Sheet 1/17

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	36	124



DESIGNED: MJN/RGS	FILE NAME: OSPPBCV
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: CSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 52019'00"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STA. "OS6" 41+00 TO STA. "OS6" 47+00

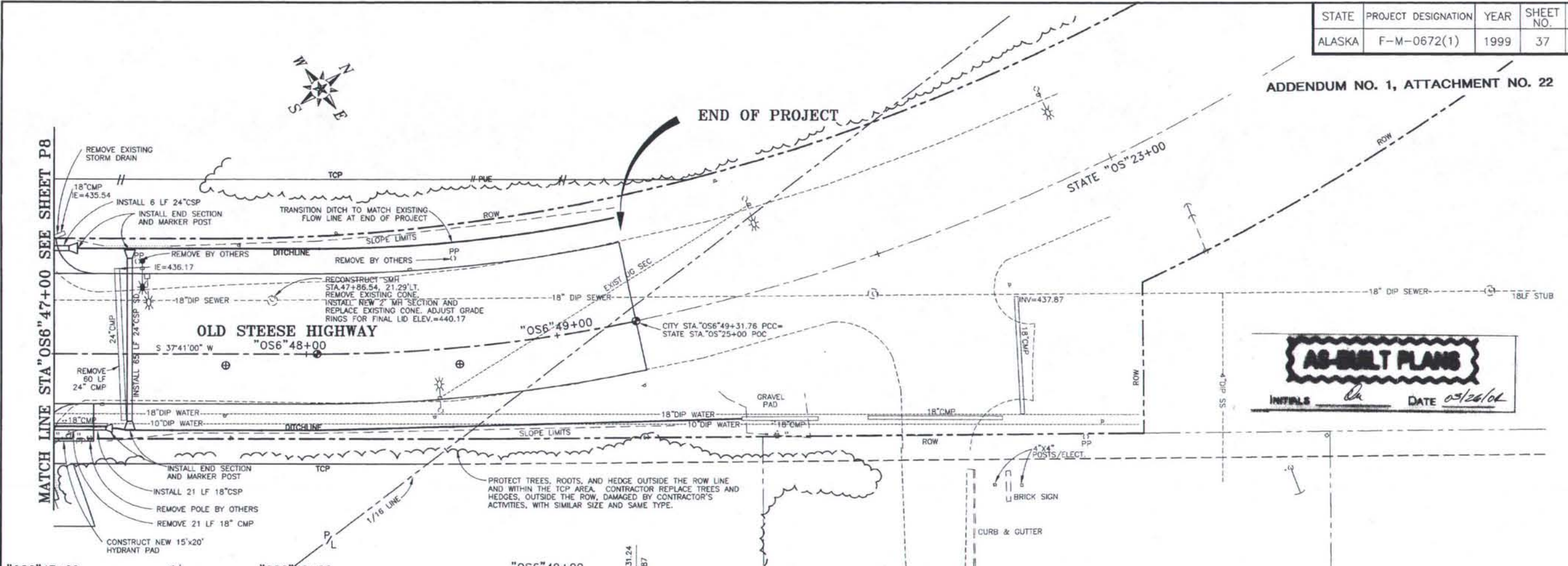
P8

Sheet 2/17

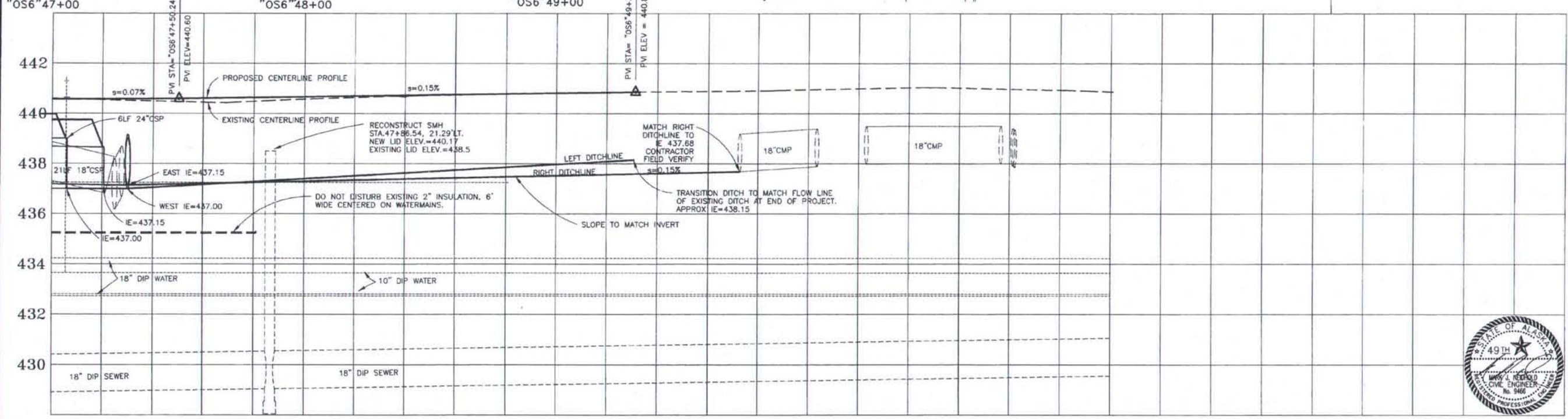
ADDED INSULATION BOARD MJN

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	37	124

ADDENDUM NO. 1, ATTACHMENT NO. 22



**AS-BUILT PLANS**  
 INITIALS *Du* DATE 03/26/04



DATE	REVISION	BY
3/24/00	ADDED PROTECT TREES/ROOTS/HEDGE NOTE	MJN

DESIGNED: RGS/MJN	FILE NAME: OSPP9CV
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -52D19'00"

**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
 STA. "OS6"47+00 TO END OF PROJECT

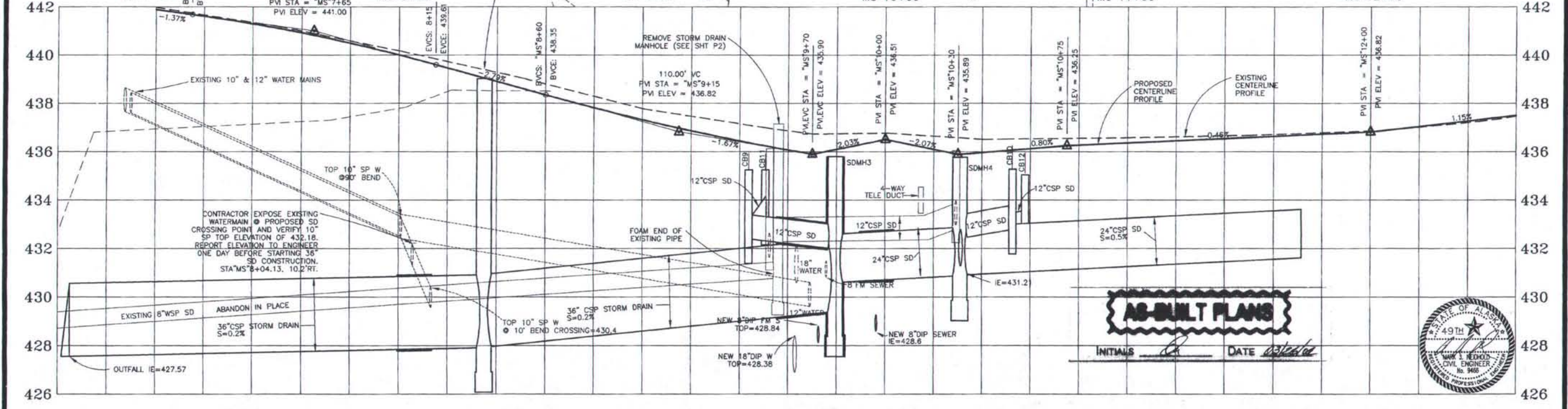
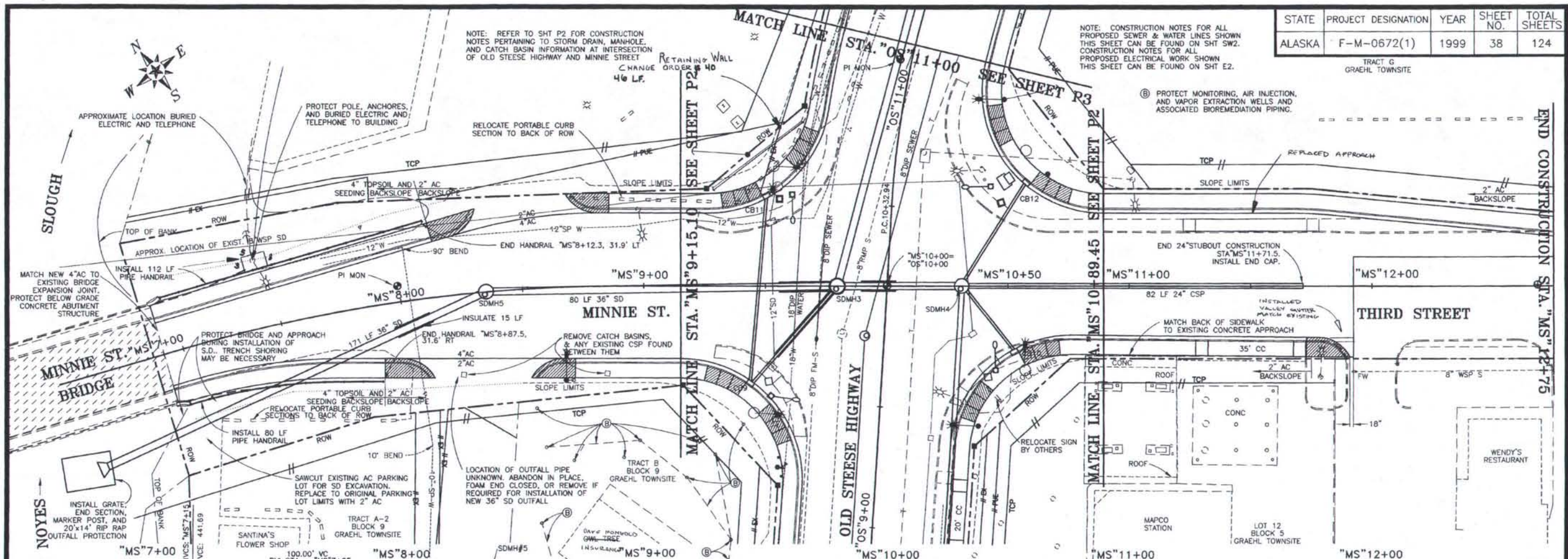
P9

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	38	124

TRACT G  
GRAEHL TOWNSITE

NOTE: CONSTRUCTION NOTES FOR ALL PROPOSED SEWER & WATER LINES SHOWN THIS SHEET CAN BE FOUND ON SHT SW2. CONSTRUCTION NOTES FOR ALL PROPOSED ELECTRICAL WORK SHOWN THIS SHEET CAN BE FOUND ON SHT E2.

(B) PROTECT MONITORING, AIR INJECTION, AND VAPOR EXTRACTION WELLS AND ASSOCIATED BIOREMEDIATION PIPING.



**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *October*



DATE	REVISION	BY
5/10/99	ADDITIONAL MAPCO CURB CUT	MJN
1/16/97	SUBMITTED FOR ACCESS TO 1141	MJN
	ADDC RECONSTRUCTION PERMITS AND SHTS ON ONE TREE	

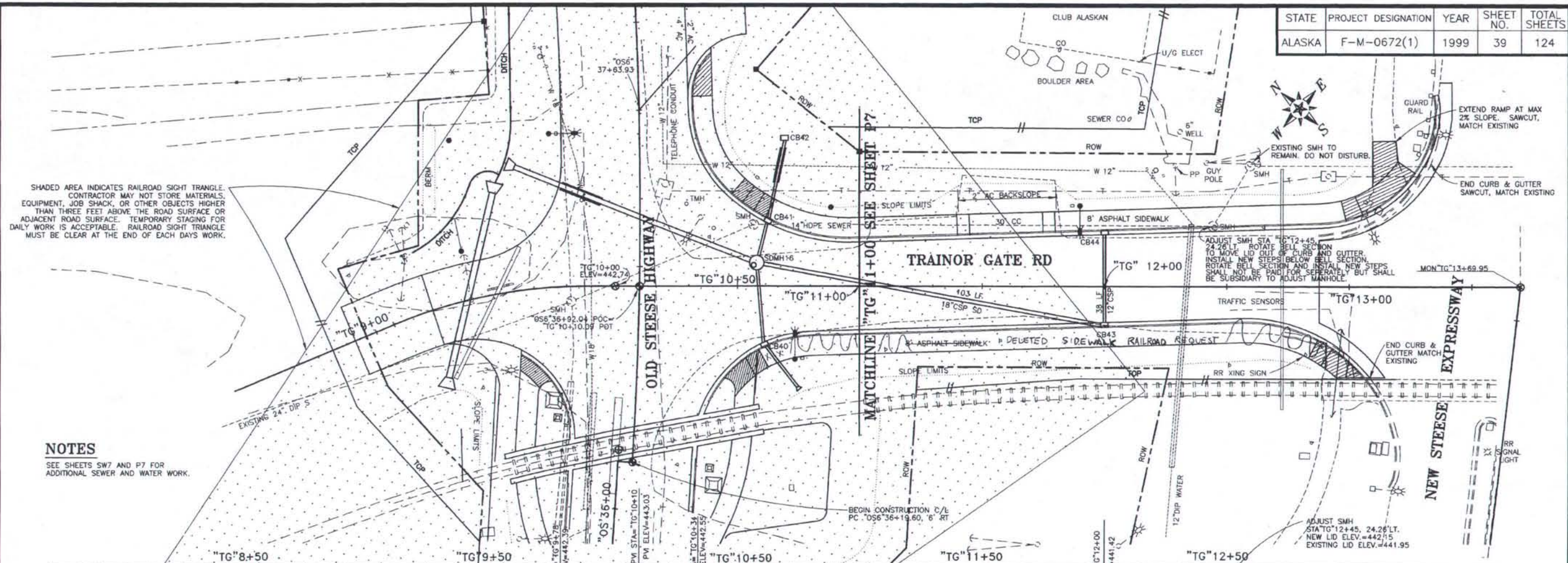
DESIGNED: MJN	FILE NAME: OSPP10CV
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -38057'41"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "MS"7+00 TO STA. "MS"12+75

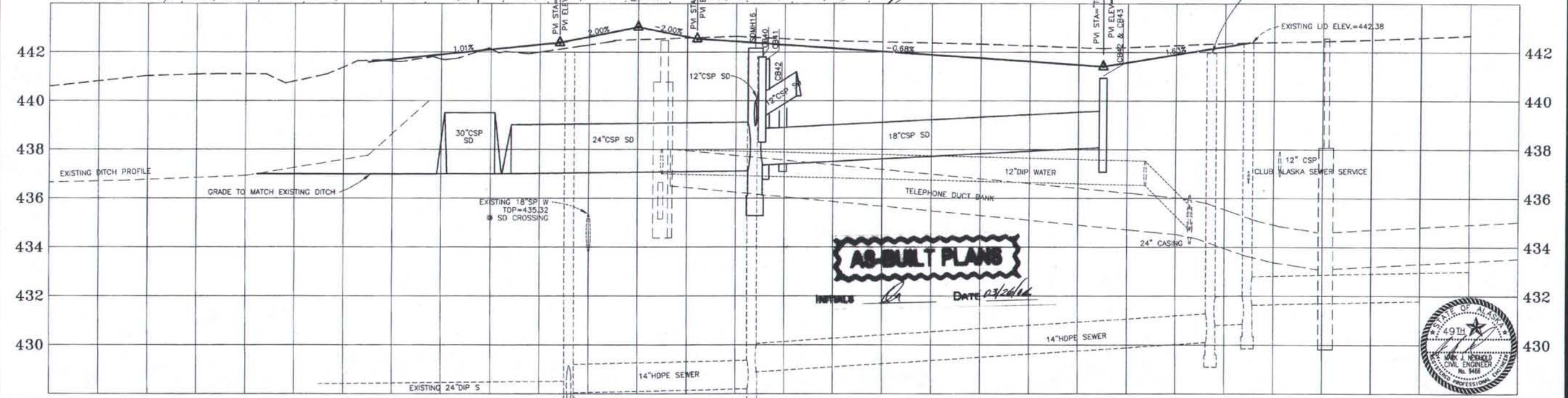
P10

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	39	124



SHADED AREA INDICATES RAILROAD SIGHT TRIANGLE. CONTRACTOR MAY NOT STORE MATERIALS, EQUIPMENT, JOB SHACK, OR OTHER OBJECTS HIGHER THAN THREE FEET ABOVE THE ROAD SURFACE OR ADJACENT ROAD SURFACE. TEMPORARY STAGING FOR DAILY WORK IS ACCEPTABLE. RAILROAD SIGHT TRIANGLE MUST BE CLEAR AT THE END OF EACH DAYS WORK.

**NOTES**  
SEE SHEETS SW7 AND P7 FOR ADDITIONAL SEWER AND WATER WORK.



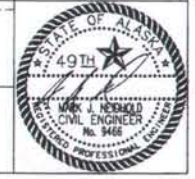
2/8/00	SHIFT TG 6' NORTH AT EXPY	MJN
DATE	REVISION	BY

DESIGNED: MJN/RGS	FILE NAME: OSPP11CV
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 48D49'12"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

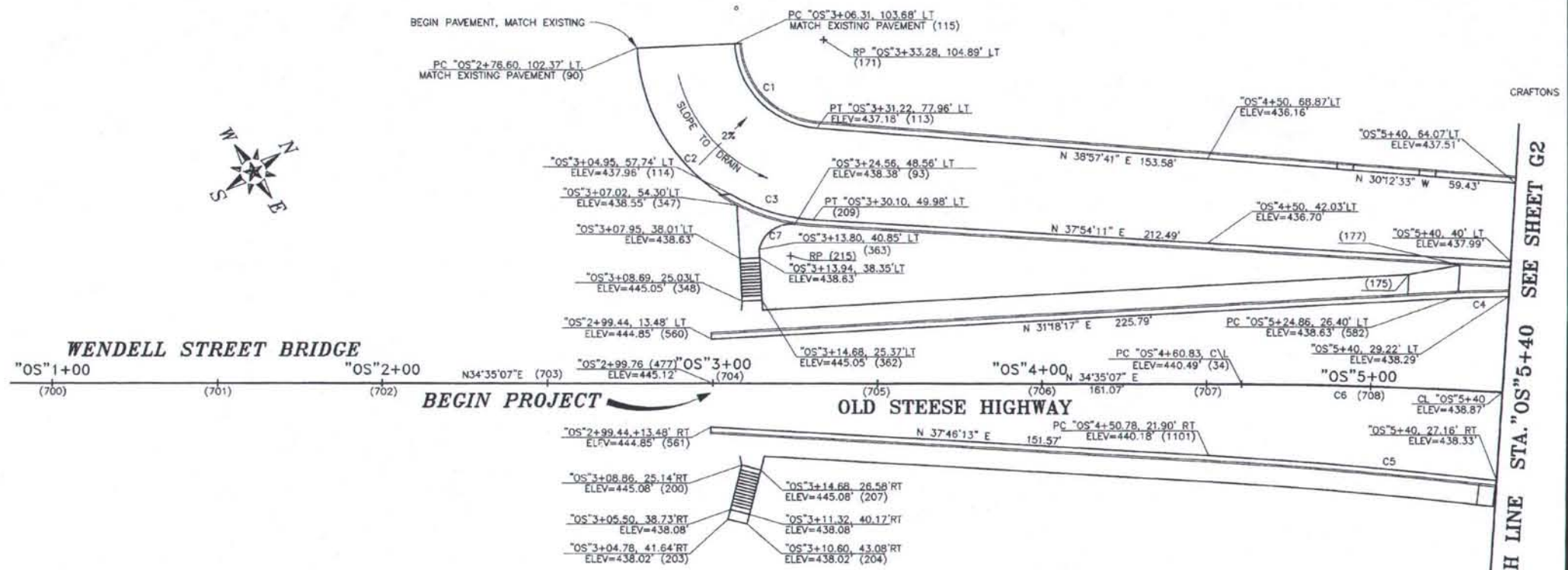
**OLD STEESE HIGHWAY RECONSTRUCTION**  
**TRACTOR GATE ROAD**

P11





STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	40	124



CURVE	RADIUS	LENGTH	TANGENT	DELTA
C1	27.00'	39.15'	23.92'	83°04'08"
C2	56.50'	82.96'	50.99'	84°07'53"
C3	55.00'	26.57'	13.55'	27°40'58"
C4	318.11'	16.77'	8.39'	03°01'13"
C5	1494.67'	87.96'	43.99'	03°22'18"
C6	1389.00'	79.17'	39.60'	03°15'57"
C7	9.75'	14.56'	9.02'	85°34'46"

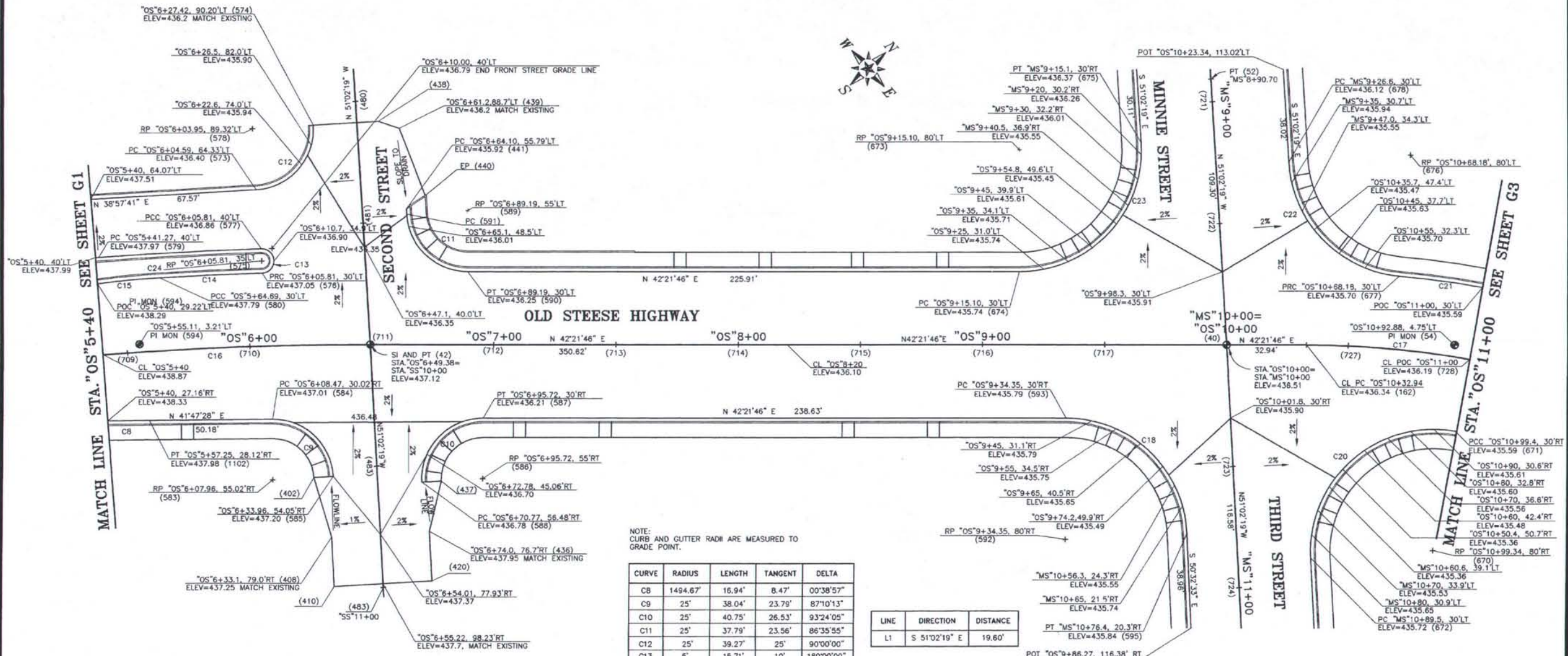
**AS-BUILT PLANS**

INITIALS   *Q*   DATE   *as/built*  



DESIGNED: MJN	FILE NAME: OSP1G	<b>CITY OF FAIRBANKS, ALASKA</b> ENGINEERING DEPARTMENT	OLD STEESE HIGHWAY RECONSTRUCTION STA."OS"3+00 TO STA."OS"5+40	<b>G1</b>
DRAWN: Siff	PLOT FACTOR: 20			
CHECKED: GSC	FILE NUMBER:			
DATE: MAY 1999	SHEET ROTATION: 55024'53"			

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	41	124



NOTE: CURB AND GUTTER RADII ARE MEASURED TO GRADE POINT.

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C8	1494.67'	16.94'	8.47'	00°38'57"
C9	25'	38.04'	23.79'	87°10'13"
C10	25'	40.75'	26.53'	93°24'05"
C11	25'	37.79'	23.56'	86°35'55"
C12	25'	39.27'	25'	90°00'00"
C13	5'	15.71'	10'	180°00'00"
C14	1419'	42'	21'	01°41'46"
C15	318.11'	25.23'	12.62'	04°32'42"
C16	1389'	109.38'	54.72'	04°30'43"
C17	381.97'	67.06'	33.62'	10°03'31"
C18	50'	76'	47.53'	87°05'41"
C19	15'	10.38'	5.41'	39°39'23"
C20	50'	90.20'	63.27'	103°21'39"
C21	411.97'	34.31'	17.17'	04°46'20"
C22	50'	70.96'	42.94'	81°18'44"
C23	50'	81.51'	53.06'	93°24'05"
C24	1429'	66.40'	33.20'	02°39'44"

LINE	DIRECTION	DISTANCE
L1	S 51°02'19" E	19.60'

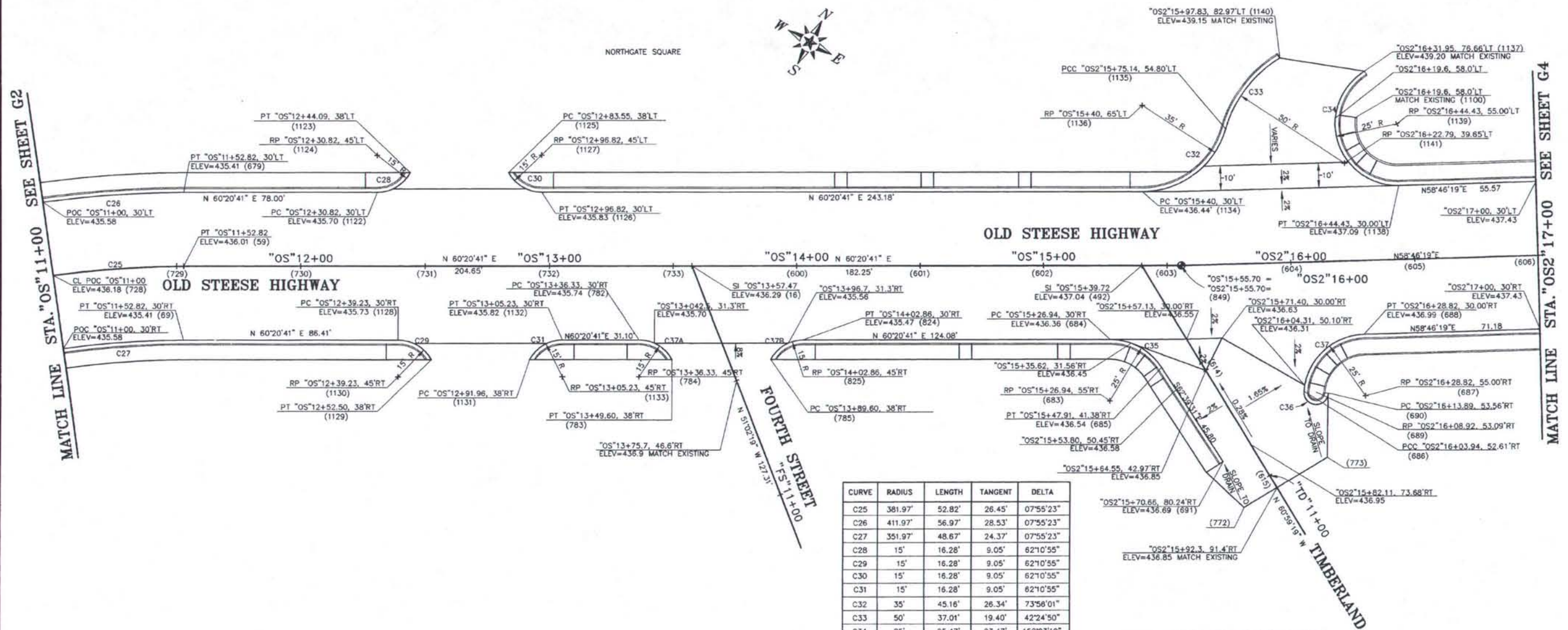
**AS-BUILT PLANS**

INITIALS *AS* DATE *October*



DESIGNED: MJN	FILE NAME: OSP2G	<b>CITY OF FAIRBANKS, ALASKA</b> ENGINEERING DEPARTMENT	OLD STEESE HIGHWAY RECONSTRUCTION STA."OS"5+40 TO STA."OS"11+00	<b>G2</b>
DRAWN: STAFF	PLOT FACTOR: 20			
CHECKED: GSC	FILE NUMBER:			
DATE: MAY 1999	SHEET ROTATION: 47D38"14"			

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	42	124



CURVE	RADIUS	LENGTH	TANGENT	DELTA
C25	381.97'	52.82'	26.45'	07°55'23"
C26	411.97'	56.97'	28.53'	07°55'23"
C27	351.97'	48.67'	24.37'	07°55'23"
C28	15'	16.28'	9.05'	62°10'55"
C29	15'	16.28'	9.05'	62°10'55"
C30	15'	16.28'	9.05'	62°10'55"
C31	15'	16.28'	9.05'	62°10'55"
C32	35'	45.16'	26.34'	73°56'01"
C33	50'	37.01'	19.40'	42°24'50"
C34	25'	65.47'	93.47'	150°03'10"
C35	25'	24.87'	13.57'	56°59'48"
C36	5'	15.71'	N/A	180°00'00"
C37	25'	36.87'	22.71'	84°30'20"
C37A	15'	16.28'	9.05'	62°10'55"
C37B	15'	16.28'	9.05'	62°10'55"

**AS-BUILT PLANS**

INITIALS *ca* DATE *5/2/00*



DATE	REVISION	BY

DESIGNED: MJN	FILE NAME: OSP3G
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 29D39'19"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STA."OS"11+00 TO STA."OS"17+00

G3

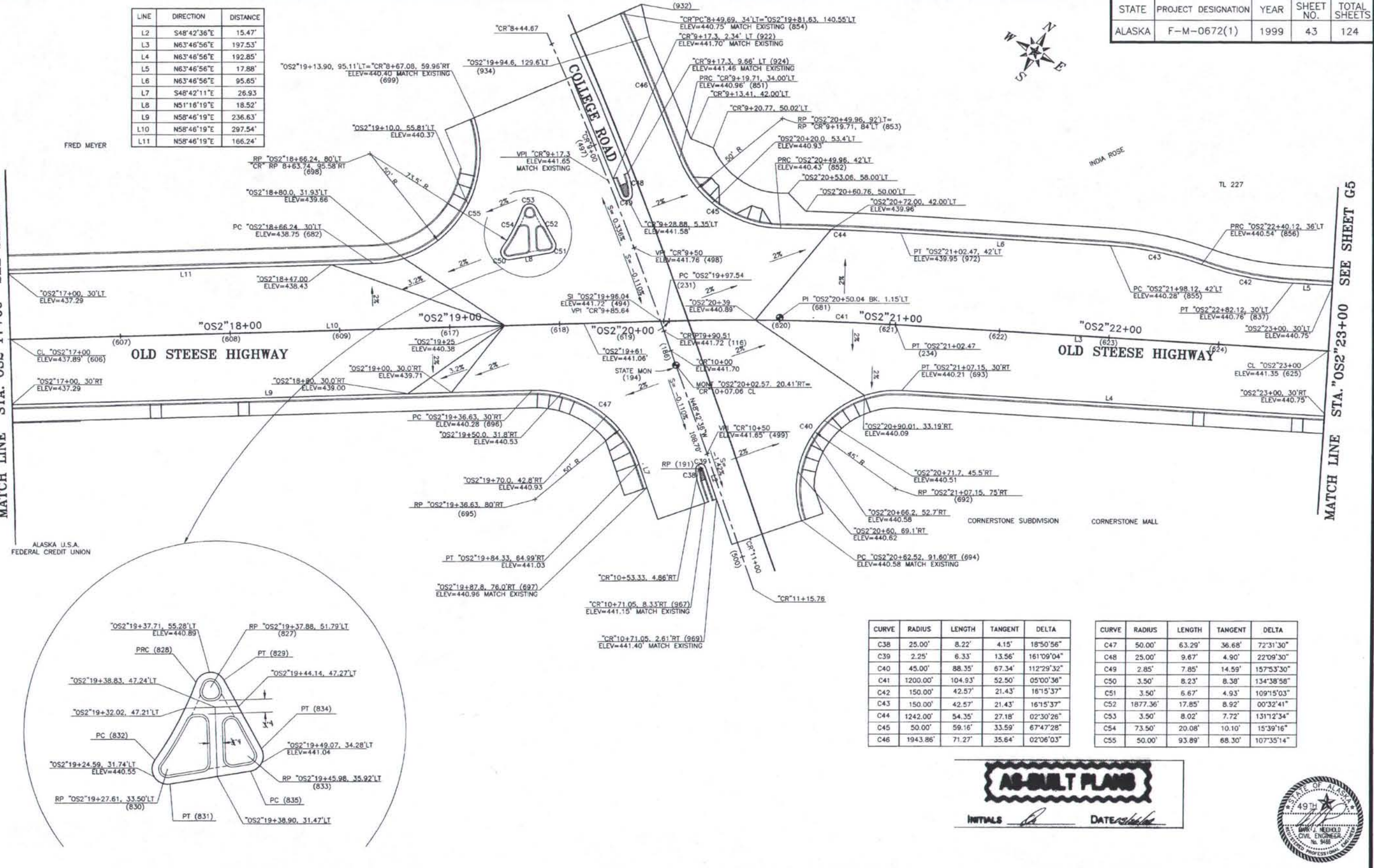
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	43	124

LINE	DIRECTION	DISTANCE
L2	S48°42'36"E	15.47'
L3	N63°46'56"E	197.53'
L4	N63°46'56"E	192.85'
L5	N63°46'56"E	17.88'
L6	N63°46'56"E	95.65'
L7	S48°42'11"E	26.93'
L8	N51°16'19"E	18.52'
L9	N58°46'19"E	236.63'
L10	N58°46'19"E	297.54'
L11	N58°46'19"E	166.24'



MATCH LINE STA. "OS2"17+00 SEE SHEET G3

MATCH LINE STA. "OS2"23+00 SEE SHEET G5



CURVE	RADIUS	LENGTH	TANGENT	DELTA
C38	25.00'	8.22'	4.15'	18°50'56"
C39	2.25'	6.33'	13.56'	161°09'04"
C40	45.00'	88.35'	67.34'	112°29'32"
C41	1200.00'	104.93'	52.50'	05°00'36"
C42	150.00'	42.57'	21.43'	16°15'37"
C43	150.00'	42.57'	21.43'	16°15'37"
C44	1242.00'	54.35'	27.18'	02°30'26"
C45	50.00'	59.16'	33.59'	67°47'28"
C46	1943.86'	71.27'	35.64'	02°06'03"

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C47	50.00'	63.29'	36.68'	72°31'30"
C48	25.00'	9.67'	4.90'	22°09'30"
C49	2.85'	7.85'	14.59'	157°53'30"
C50	3.50'	8.23'	8.38'	134°38'58"
C51	3.50'	6.67'	4.93'	109°15'03"
C52	1877.36'	17.85'	8.92'	00°32'41"
C53	3.50'	8.02'	7.72'	131°12'34"
C54	73.50'	20.08'	10.10'	15°39'16"
C55	50.00'	93.89'	68.30'	107°35'14"

**AS-BUILT PLANS**

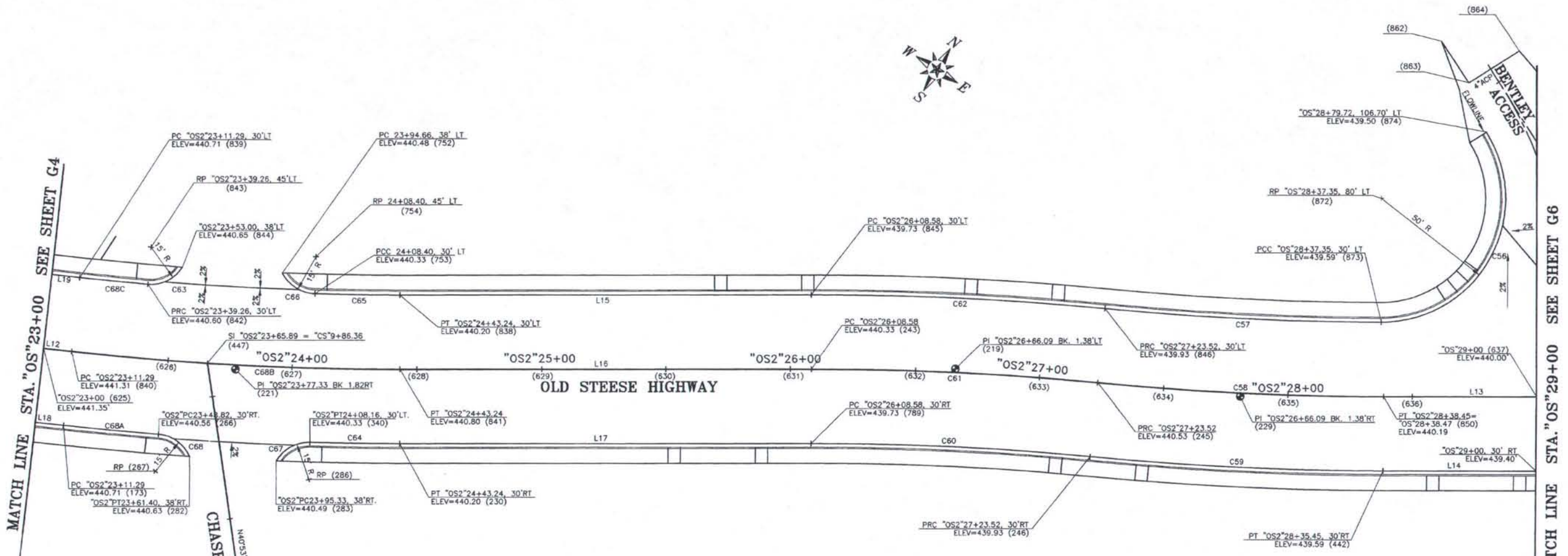
INITIALS *[Signature]* DATE *[Date]*



DESIGNED: MJN	FILE NAME: OSP4G	<b>CITY OF FAIRBANKS, ALASKA</b> ENGINEERING DEPARTMENT	<b>OLD STEESE HIGHWAY RECONSTRUCTION</b> STA. "OS"17+00 TO STA. "OS"23+00	<b>G4</b>
DRAWN: STAFF	PLOT FACTOR: 20			
CHECKED: OSC	FILE NUMBER:			
DATE: MAY 1999	SHEET ROTATION: 29039'19"			

DATE	REVISION	BY
2/11/00	MINOR CHANGES	MJN

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	44	124



LINE	DIRECTION	DISTANCE
L12	N63°46'56"E	11.29'
L13	N57°28'55"E	61.53'
L14	N57°28'55"E	61.53'
L15	N57°28'55"E	165.34'
L16	N57°28'55"E	165.34'
L17	N57°28'55"E	165.34'
L18	N63°46'56"E	11.29'
L19	N63°46'56"E	11.29'

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C56	50.00'	106.75'	90.82'	122°19'53"
C57	1170.00'	110.99'	55.54'	05°26'07"
C58	1200.00'	114.94'	57.51'	05°29'16"
C59	1230.00'	117.81'	58.95'	05°29'16"
C60	1170.00'	112.06'	56.07'	05°29'16"
C61	1200.00'	114.94'	57.51'	05°29'16"
C62	1230.00'	117.81'	58.95'	05°29'16"
C63	15.00'	16.37'	9.10'	62°30'38"
C64	1230.00'	35.96'	17.98'	01°40'30"
C65	1170.00'	33.97'	16.99'	01°39'49"
C66	15.00'	16.37'	9.10'	62°30'38"
C67	15.00'	16.20'	8.99'	61°52'34"
C68	15.00'	16.20'	8.99'	61°52'34"
C68A	1230.00'	38.22'	19.11'	01°46'50"
C68B	1200.00'	131.95'	66.04'	06°18'01"
C68C	1170.00'	27.27'	13.64'	01°20'08"

**AS-BUILT PLANS**

INITIALS *JK* DATE *6/2/99*



DATE	REVISION	BY

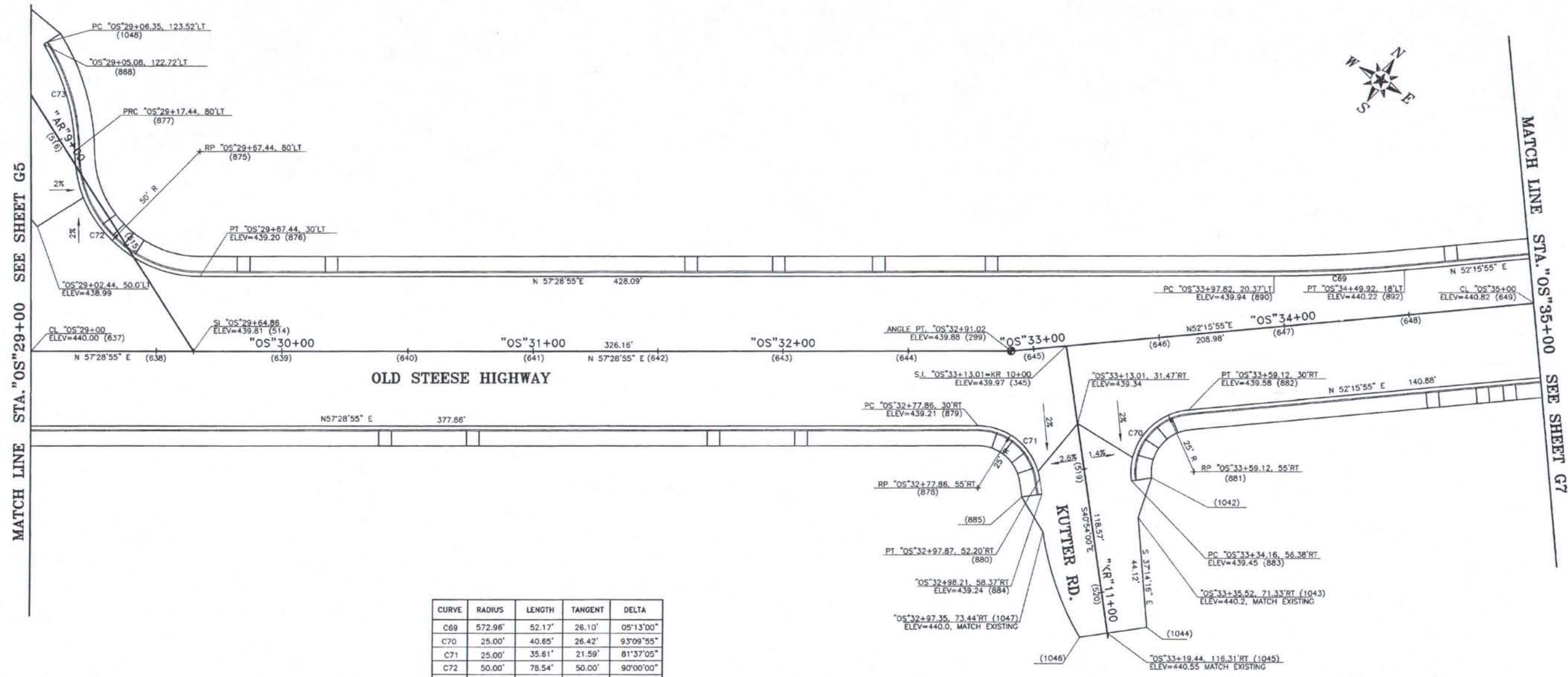
DESIGNED: RGS/MJN	FILE NAME: OSP5G
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 32D31'05"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS"23+00 TO STA."OS"29+00

**G5**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	45	124



CURVE	RADIUS	LENGTH	TANGENT	DELTA
C69	572.96'	52.17'	26.10'	05°13'00"
C70	25.00'	40.65'	26.42'	93°09'55"
C71	25.00'	35.61'	21.59'	81°37'05"
C72	50.00'	78.54'	50.00'	90°00'00"
C73	80.00'	45.07'	23.15'	32°16'44"

**AS-BUILT PLANS**

INITIALS *De* DATE *5/20/05*



DATE	REVISION	BY

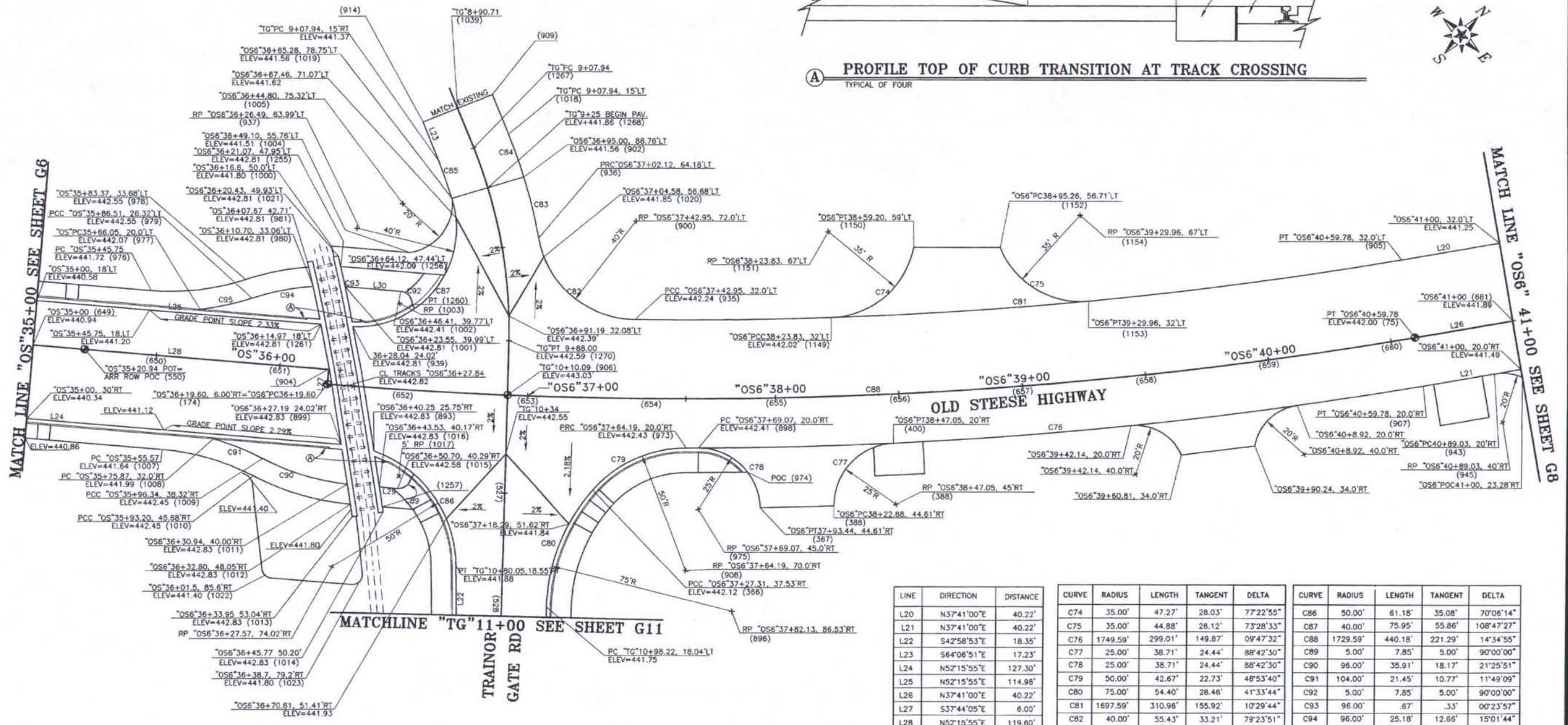
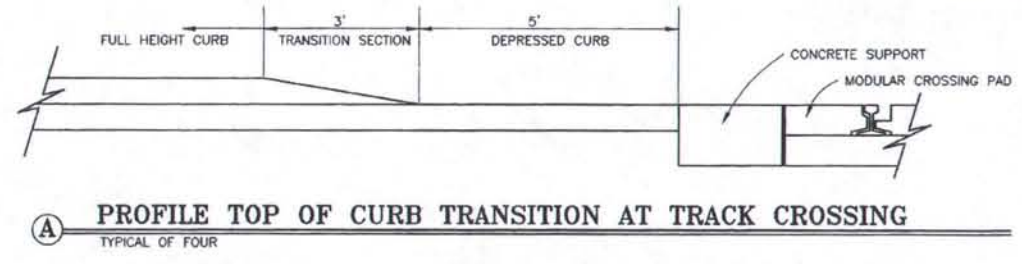
DESIGNED: RGS/MJN	FILE NAME: OSP6G
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 32031'05"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STA."OS"29+00 TO STA."OS"35+00

G6

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	46	124



LINE	DIRECTION	DISTANCE
L20	N37°41'00"E	40.22'
L21	N37°41'00"E	40.22'
L22	S42°58'53"E	18.35'
L23	S64°06'51"E	17.23'
L24	N52°15'55"E	127.30'
L25	N52°15'55"E	114.98'
L26	N37°41'00"E	40.22'
L27	S37°44'05"E	6.00'
L28	N52°15'55"E	119.60'
L29	N52°15'55"E	7.34'
L30	N52°15'55"E	21.66'

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C74	35.00'	47.27'	28.03'	77°22'55"
C75	35.00'	44.88'	26.12'	73°28'33"
C76	1749.59'	299.01'	149.87'	09°47'32"
C77	25.00'	38.71'	24.44'	88°42'30"
C78	25.00'	38.71'	24.44'	88°42'30"
C79	50.00'	42.67'	22.73'	48°53'40"
C80	75.00'	54.40'	28.46'	41°33'44"
C81	1697.59'	310.96'	155.92'	10°29'44"
C82	40.00'	55.43'	33.21'	79°23'51"
C83	215.00'	24.45'	12.24'	06°30'57"
C84	215.00'	19.42'	9.72'	05°10'30"
C85	185.00'	16.71'	8.36'	05°10'30"

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C86	50.00'	61.18'	35.08'	70°06'14"
C87	40.00'	75.95'	55.86'	108°47'27"
C88	1729.59'	440.18'	221.29'	14°34'55"
C89	5.00'	7.85'	5.00'	90°00'00"
C90	96.00'	35.91'	18.17'	21°25'51"
C91	104.00'	21.45'	10.77'	11°49'09"
C92	5.00'	7.85'	5.00'	90°00'00"
C93	96.00'	.67'	.33'	00°23'57"
C94	96.00'	25.18'	12.66'	15°01'44"
C95	104.00'	21.45'	10.77'	11°49'09"
C95A	20.00'	25.21'	14.59'	72°14'00"
C95A	20.00'	25.21'	14.59'	72°14'00"

**AS-BUILT PLANS**

INITIALS *JA* DATE *03/26/00*

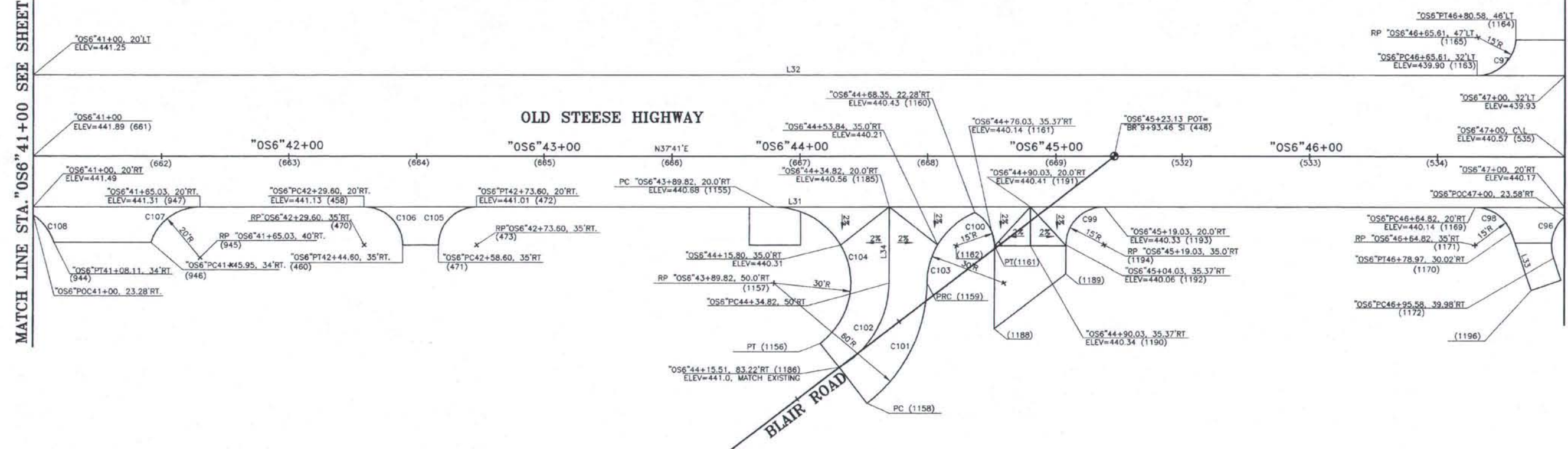


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	47	124



MATCH LINE STA. "OS6" 41+00 SEE SHEET G7

MATCH LINE STA. "OS6" 47+00 SEE SHEET G9



LINE	DIRECTION	DISTANCE
L31	N37°41'00"E	600.00'
L32	N37°41'00"E	600.00'
L33	S71°42'21"E	34.96'
L34	S52°19'00"E	30.00'

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C96	15.00'	18.05'	10.30'	88°57'40"
C97	15.00'	22.56'	14.03'	86°10'39"
C98	15.00'	18.49'	10.62'	70°36'39"
C99	15.00'	23.56'	15.00'	90°00'00"
C100	15.00'	15.91'	8.79'	60°45'28"
C101	60.00'	54.75'	29.45'	52°17'00"
C102	38.24'	40.26'	22.22'	60°19'16"
C103	30.00'	35.36'	20.06'	67°31'48"
C104	30.00'	74.50'	87.83'	142°17'00"
C105	15.00'	26.56'	15.00'	90°00'00"
C106	15.00'	23.56'	15.00'	90°00'00"
C107	20.00'	25.32'	14.68'	72°32'33"
C108	20.00'	13.71'	7.14'	39°16'37"

**AS-BUILT PLANS**  
 INITIALS *De* DATE *03/26/00*



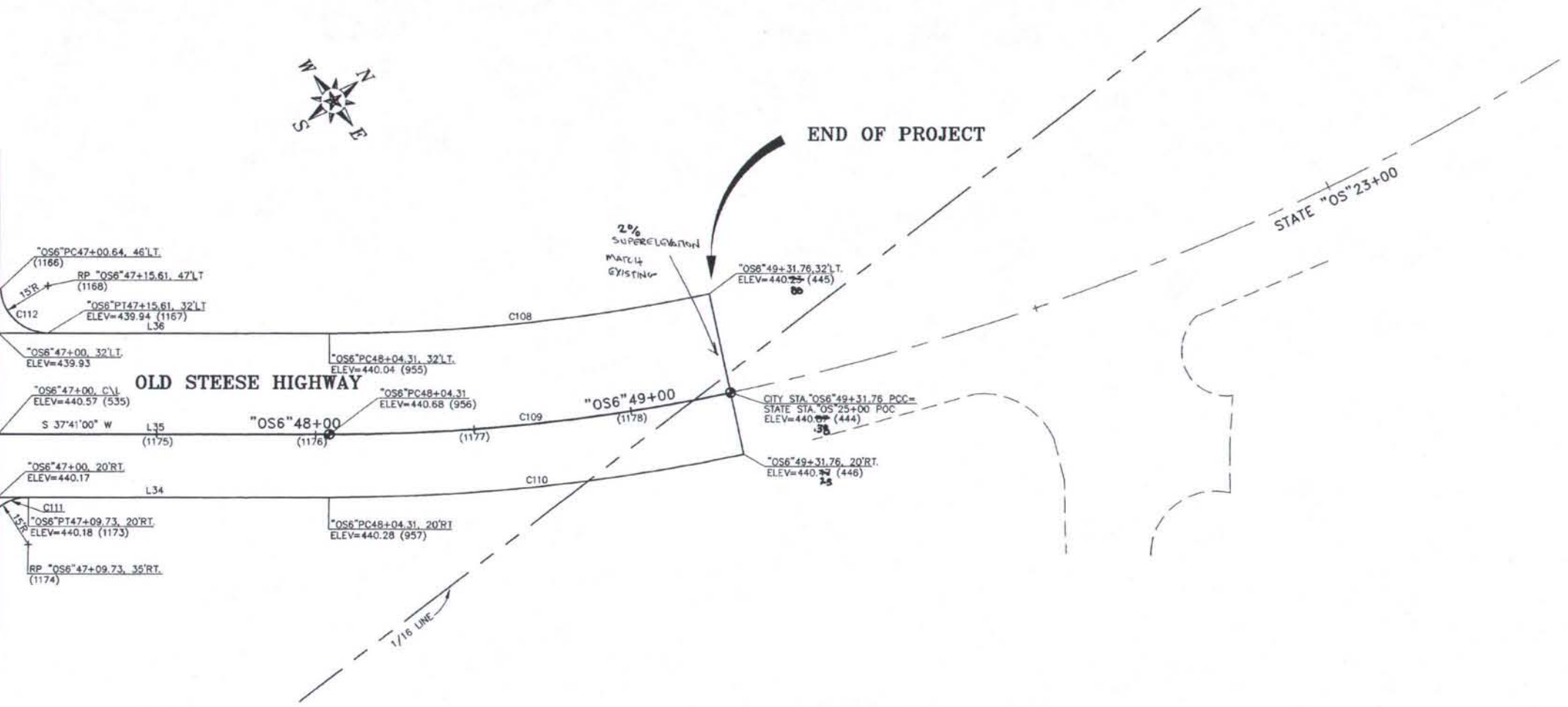


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	48	124

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C108	575.38'	120.73'	60.59'	12°01'21"
C109	607.38'	127.45'	63.96'	12°01'21"
C110	827.38'	131.64'	66.06'	12°01'21"
C111	15.00'	10.58'	5.52'	40°25'40"
C112	15.00'	22.56'	14.03'	86°10'39"



MATCH LINE STA "OS6" 47+00 SEE SHEET G8



LINE	DIRECTION	DISTANCE
L34	N37°41'00.0"E	104.31'
L35	N37°41'00.0"E	104.31'
L36	N37°41'00.0"E	104.31'

**AS-BUILT PLANS**

INITIALS *AS* DATE *09/20/02*



DATE	REVISION	BY

DESIGNED: RGS/MJN	FILE NAME: OSP9G
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -52D'19'00"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

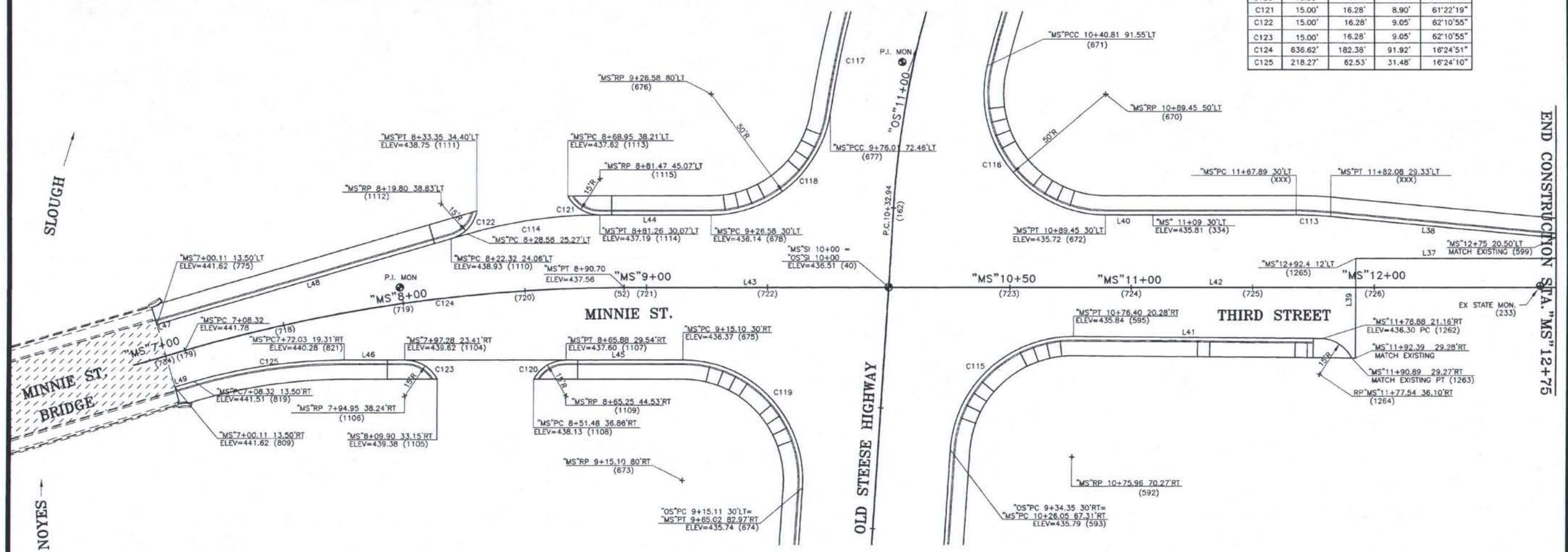
**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "OS6" 47+00 TO END OF PROJECT

**G9**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	49	124

LINE	DIRECTION	DISTANCE
L37	S51°02'19"E	82.61'
L38	S45°36'42"E	93.34'
L39	N38°57'41"E	41.28'
L40	S51°02'19"E	78.44'
L41	S50°32'33"E	98.63'
L42	S51°02'19"E	275.00'
L43	S51°02'19"E	109.30'
L44	S51°02'19"E	45.77'
L45	S51°02'19"E	48.06'
L46	S51°02'19"E	24.74'
L47	S67°27'10"E	8.21'
L48	S67°27'10"E	124.29'
L49	S67°27'10"E	8.21'

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C113	150.00'	14.21'	7.11'	5°25'37"
C114	193.22'	55.35'	27.87'	16°24'51"
C115	50.00'	76.00'	47.53'	87°05'41"
C116	50.00'	90.20'	63.27'	103°21'39"
C117	411.97'	42.34'	21.19'	05°53'19"
C118	50.00'	70.96'	42.94'	81°18'44"
C119	50.00'	81.51'	53.06'	93°24'05"
C120	15.00'	16.28'	9.05'	62°10'55"
C121	15.00'	16.28'	8.90'	61°22'19"
C122	15.00'	16.28'	9.05'	62°10'55"
C123	15.00'	16.28'	9.05'	62°10'55"
C124	636.62'	182.38'	91.92'	16°24'51"
C125	218.27'	62.53'	31.48'	16°24'10"



**AS-BUILT PLANS**  
 INITIALS *LR* DATE *03/26/00*



DATE	REVISION	BY

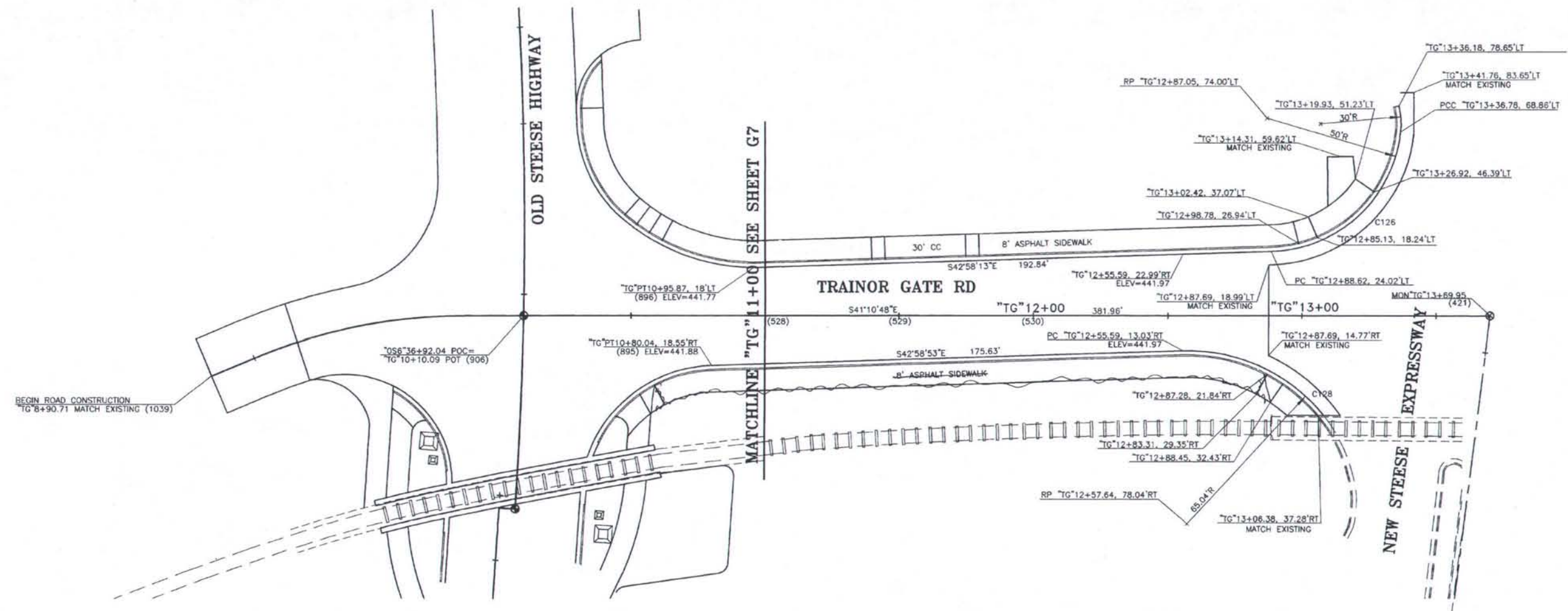
DESIGNED: RGS/MJN	FILE NAME: OSP10G
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -38057'41"

**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
 STA. "MS"7+00 TO STA. "MS"12+00

**G10**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	50	124



CURVE	RADIUS	LENGTH	TANGENT	DELTA
C126	MATCH EXISTING CURBLINE			
C127	65.04'	33.28'	17.02'	29°19'18"
C128	MATCH EXISTING CURBLINE			

2/11/00	UPDATE ALIGNMENT	MJN
DATE	REVISION	BY

DESIGNED: RGS/MJN	FILE NAME: OSP11G
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: OSC	FILE NUMBER:
DATE: FEB. 2000	SHEET ROTATION: 48049°12"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
TRAINOR GATE ROAD

G11

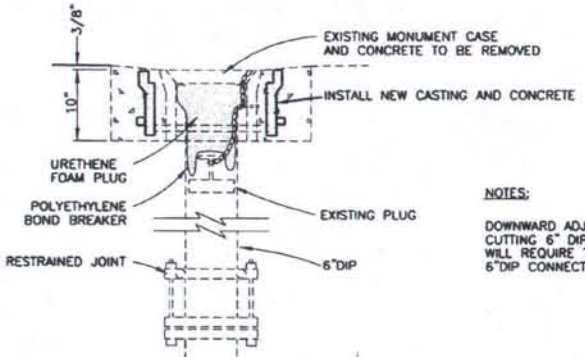
**GENERAL NOTES**

- WHERE POSSIBLE LARGE WATER SERVICES AND SEWER FORCE MAIN PIPE 8" AND SMALLER MAY BE CONSTRUCTED WITH PUSH-ON TYPE FITTINGS AND RESTRAINED WITH FIELD LOK GASKETS OR APPROVED EQUAL PIPE LARGER THAN 8" SHALL BE CONSTRUCTED WITH MJ FITTINGS AND RESTRAINED WITH MEG-A-LUGS OR EQUAL OR THRUST BLOCKS AS DETAILED IN THE PLANS.
- ALL FORCE MAIN CLEAN OUTS (FMCO) ADJUSTED OR INSTALLED, BID ITEM 626(2), SHALL BE PROVIDED WITH NEW OLYMPIC FOUNDRY 11"X8" SEATTLE MONUMENT CASINGS, PART NUMBER M 1030 OR EQUAL. SIDE TYPE PLUGS SHALL BE MODIFIED AS REQUIRED TO FIT INSIDE THE 6" DIP AND RESTRAINED WITH CLAMPS SECURED TO THE END OF THE 6" PIPE. SEE EXISTING FMCO CONFIGURATION ON THIS SHEET.
- HDPE SEWER MAIN WYE AND 45 FITTINGS SHALL BE BUTT FUSED INTO THE MAIN AND RISER SECTIONS WITH NO MECHANICAL FITTINGS.
- WATER MAINS SHALL BE INSULATED WITH 2" URETHANE FOAM. DIP SEWER MAINS SHALL BE INSULATED WITH 2.25" URETHANE FOAM. HDPE SEWER MAINS AND WATER AND SEWER SERVICES SHALL BE INSULATED WITH 3" OF URETHANE FOAM.
- BEDDING FOR WATER AND SEWER MAINS SHALL BE TYPE III AS SHOWN ON SHT SW10.

- WHERE EXISTING FIRE HYDRANTS AND SHUT-OFF VALVES ARE INDICATED ON THE PLANS TO BE REMOVED AND BLIND FLANGED, ALL LABOR AND MATERIALS FOR BLIND FLANGE, INSULATION, AND REMOVAL OF HYDRANTS, GUARD POSTS VALVES, AND PIPE WILL NOT BE PAID FOR SEPARATELY BUT WILL SUBSIDIARY TO ITEM 202(1) REMOVAL OF STRUCTURES AND OBSTRUCTIONS.
- TEMPORARY WATER SERVICES INDICATED ON THE PLANS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE SUBSIDIARY TO THE LUMP SUM PAY ITEMS THAT INCLUDE THE NEW WATER SERVICES.



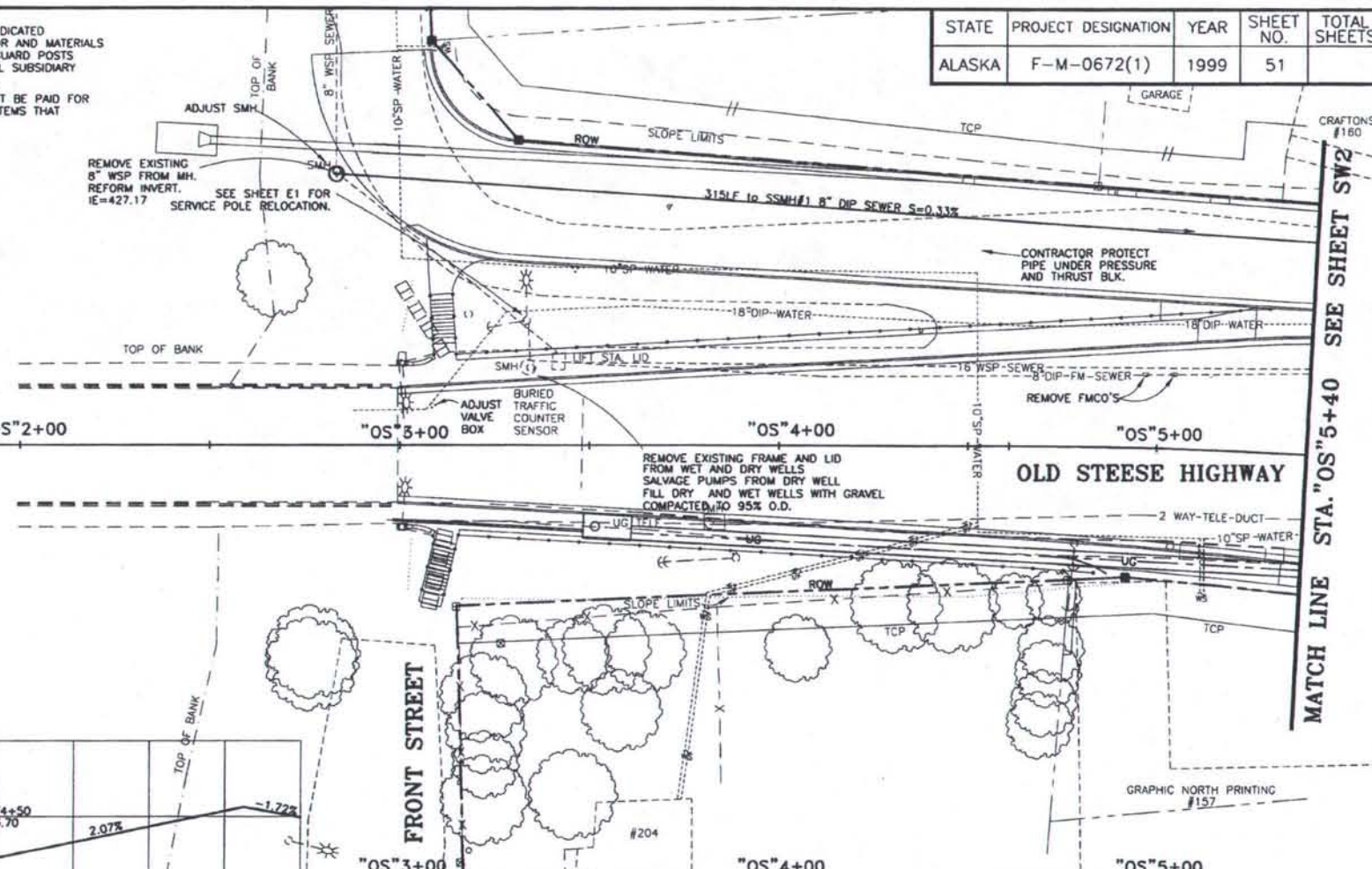
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	51	



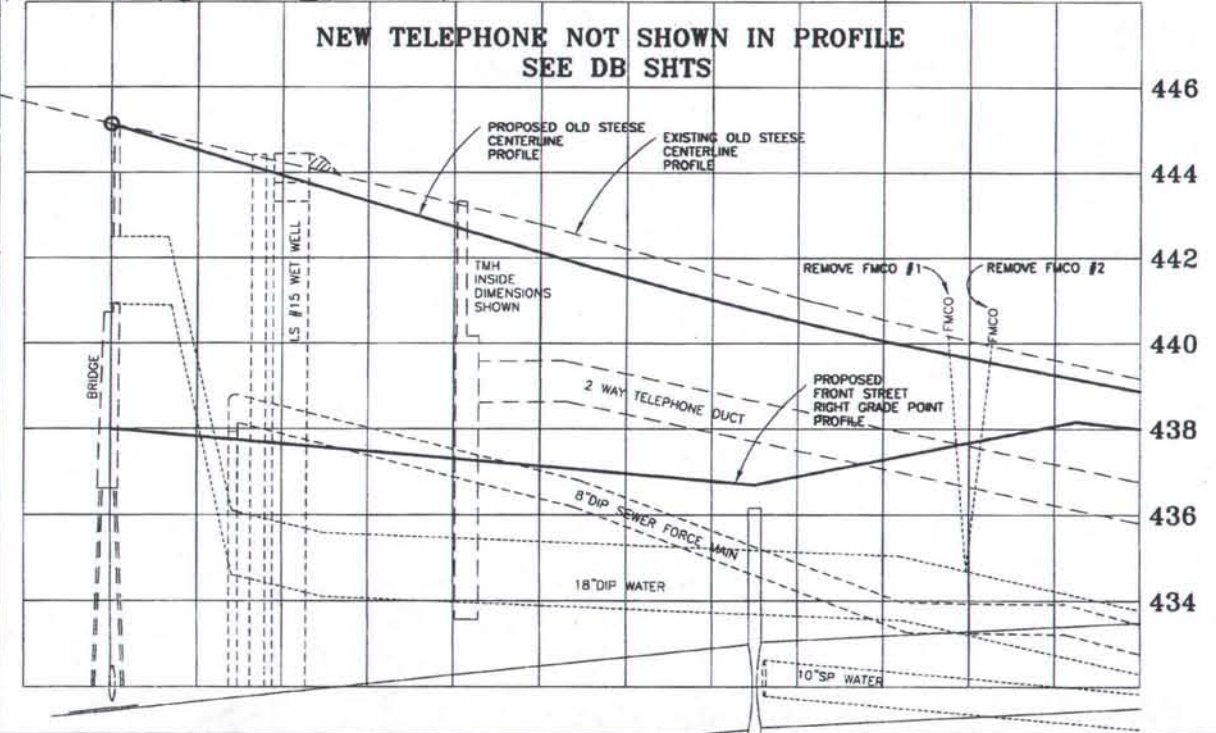
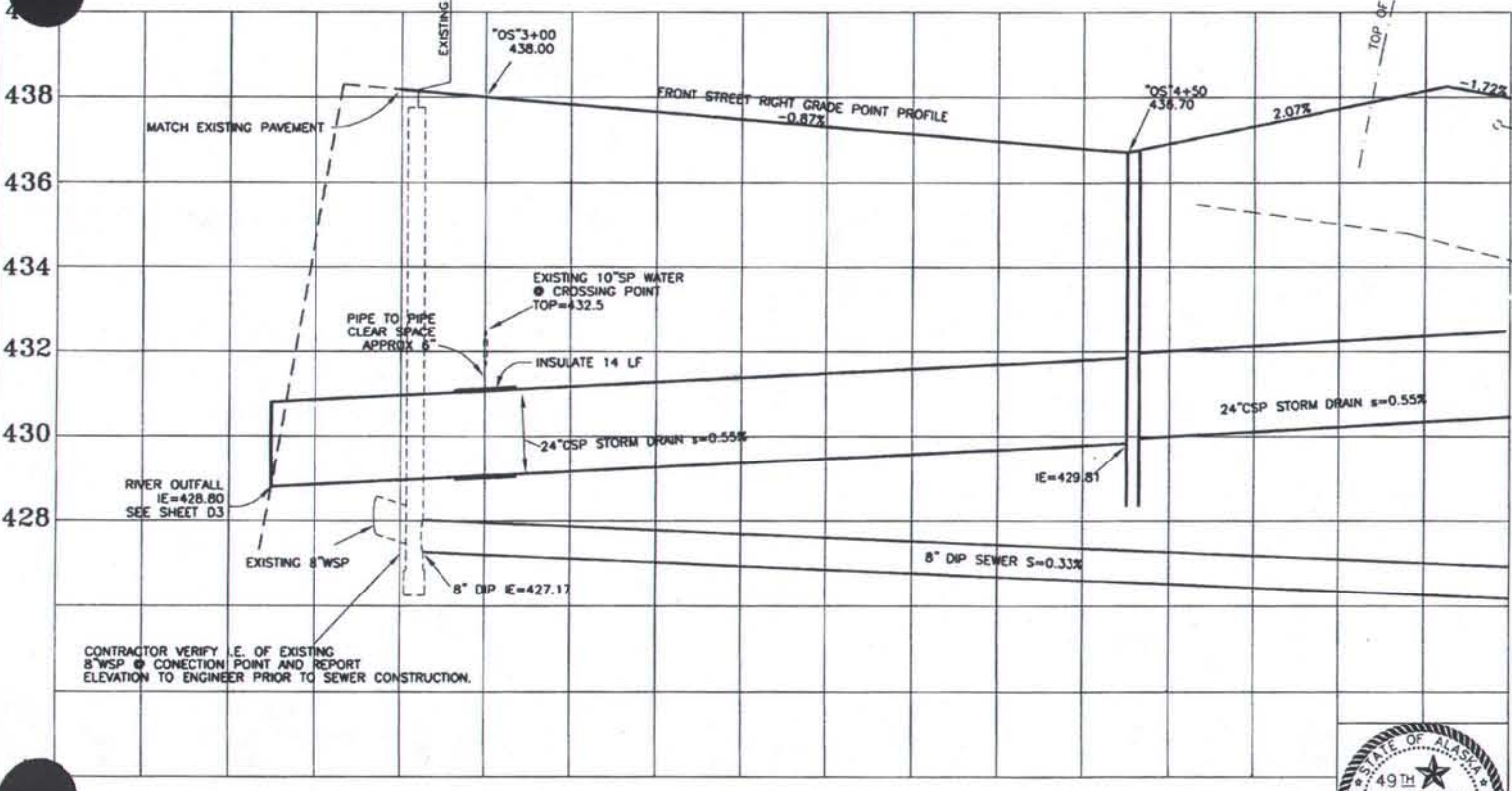
**NOTES:**  
DOWNWARD ADJUSTMENT WILL REQUIRE CUTTING 6" DIP. UPWARD ADJUSTMENT WILL REQUIRE THE WORK ABOVE PLUS ADDITIONAL 6" DIP CONNECTED WITH A RESTRAINED JOINT.

**FMCO CONFIGURATION BID ITEM 626(2)**

**WENDELL STREET BRIDGE**



MATCH LINE STA. "OS"5+40 SEE SHEET SW2



**NEW 8" SEWER ON FRONT STREET**

**ADDENDUM NO. 1, ATTACHMENT NO.23**



DATE	REVISION	BY
10/7/02	ASBULTS	RHP
9/30/99	ADD GEN. NOTES 6 AND 7	MJN

DESIGNED: RHP	FILE NAME: OSPP1AUT
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION: 55d24'33"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

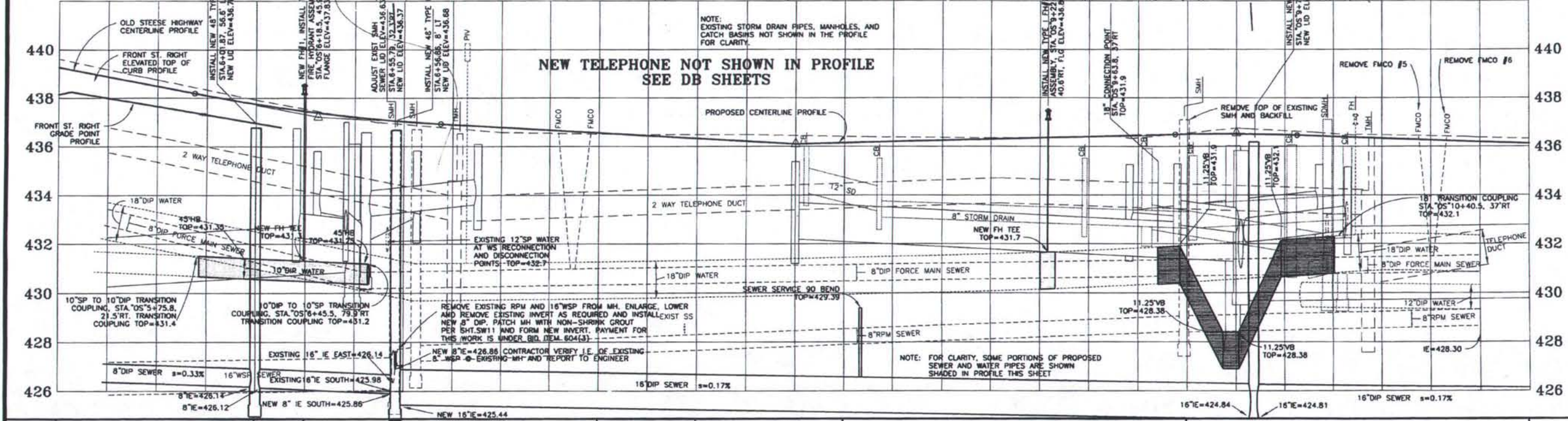
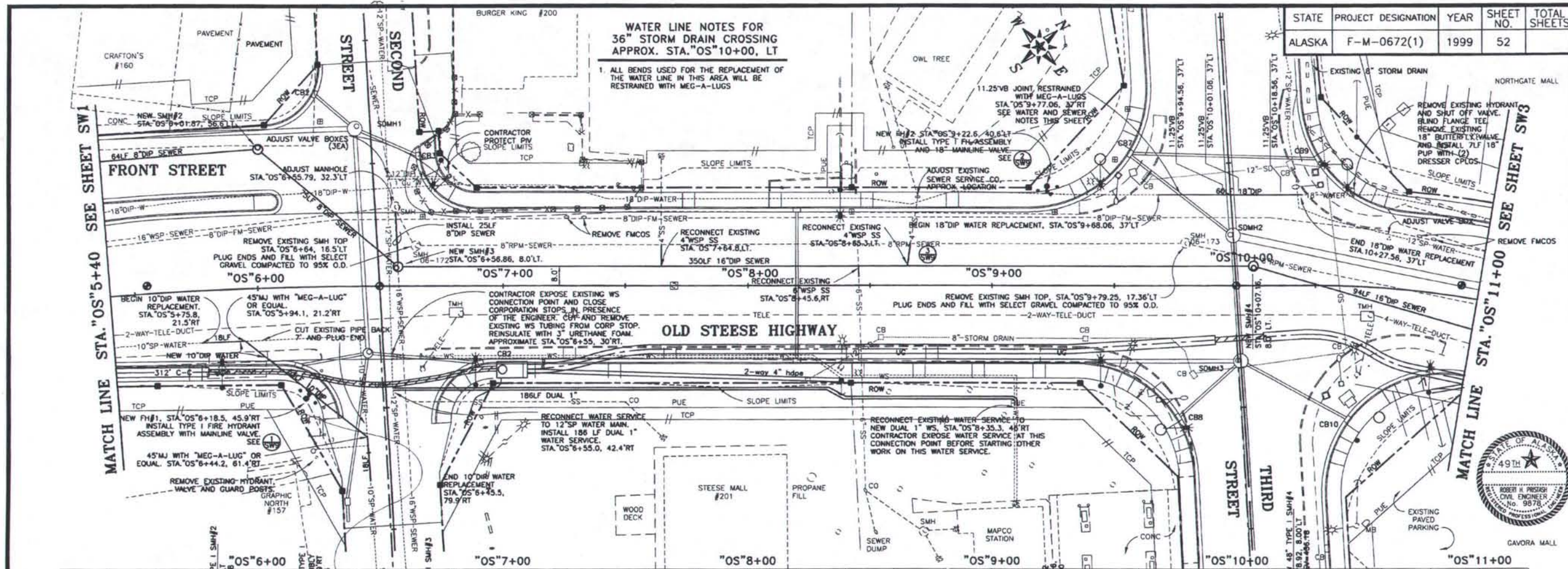
**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS"3+00 TO STA."OS"5+40

SW1

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	52	

**WATER LINE NOTES FOR 36" STORM DRAIN CROSSING APPROX. STA."OS"10+00, LT**

- ALL BENDS USED FOR THE REPLACEMENT OF THE WATER LINE IN THIS AREA WILL BE RESTRAINED WITH MEG-A-LUGS



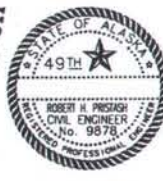
10/10/02	ASBUILT	RHP
DATE	REVISION	BY

DESIGNED: RGS/RHP/ALN	FILE NAME: OSP2UT
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 47038'14"

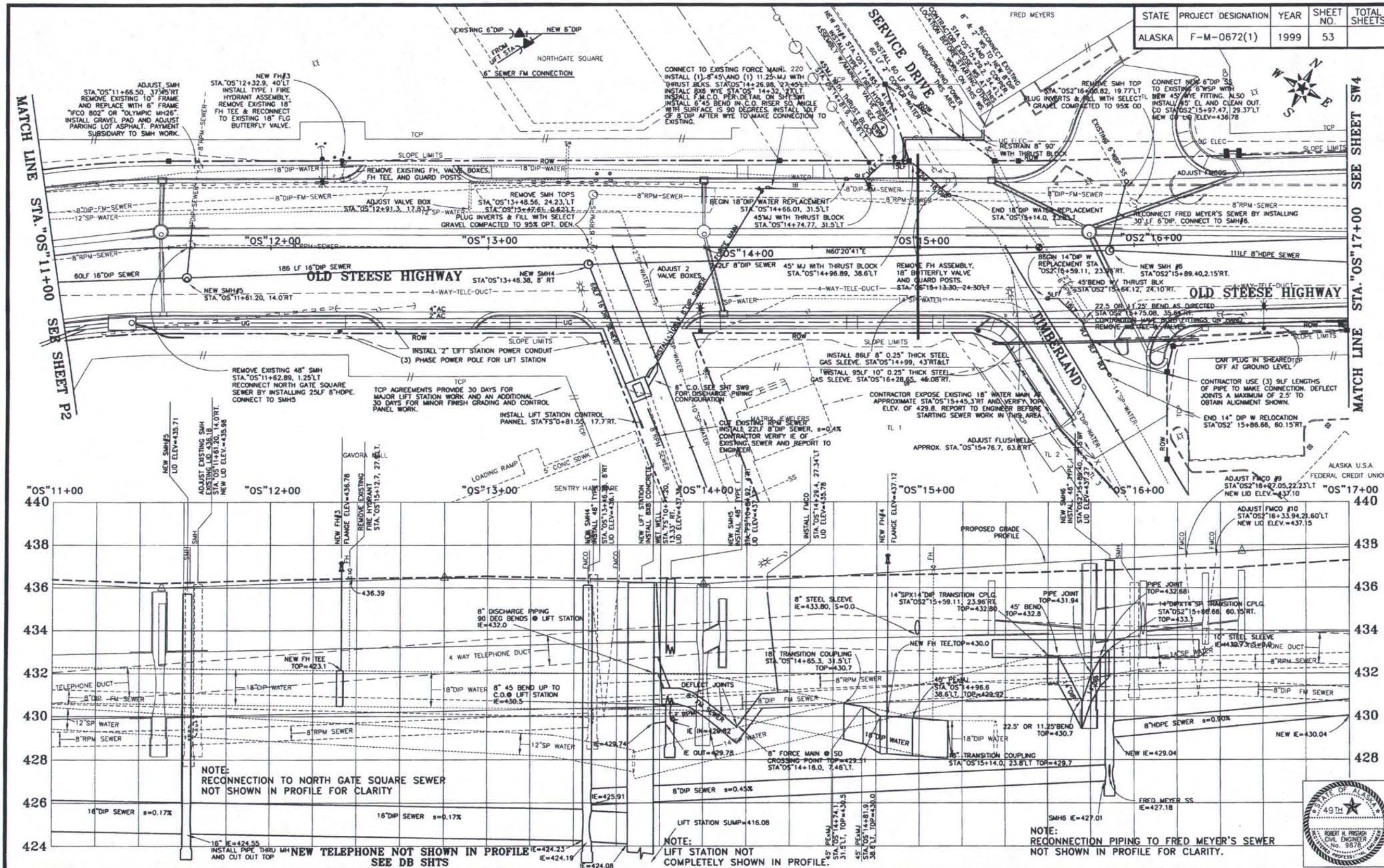
**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS"5+40 TO STA."OS"11+00

SW2



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	53	



DATE	REVISION	BY
10/14/02	ASBUILT	RHP

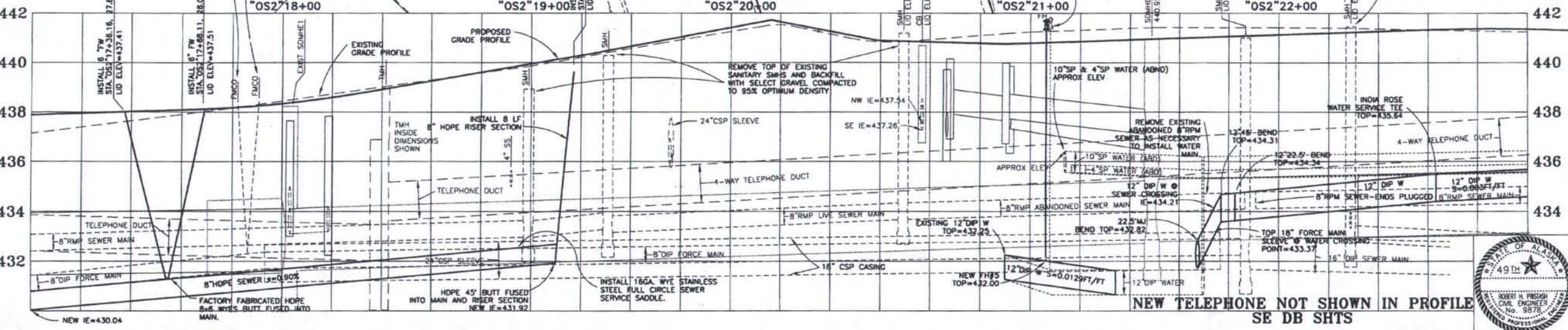
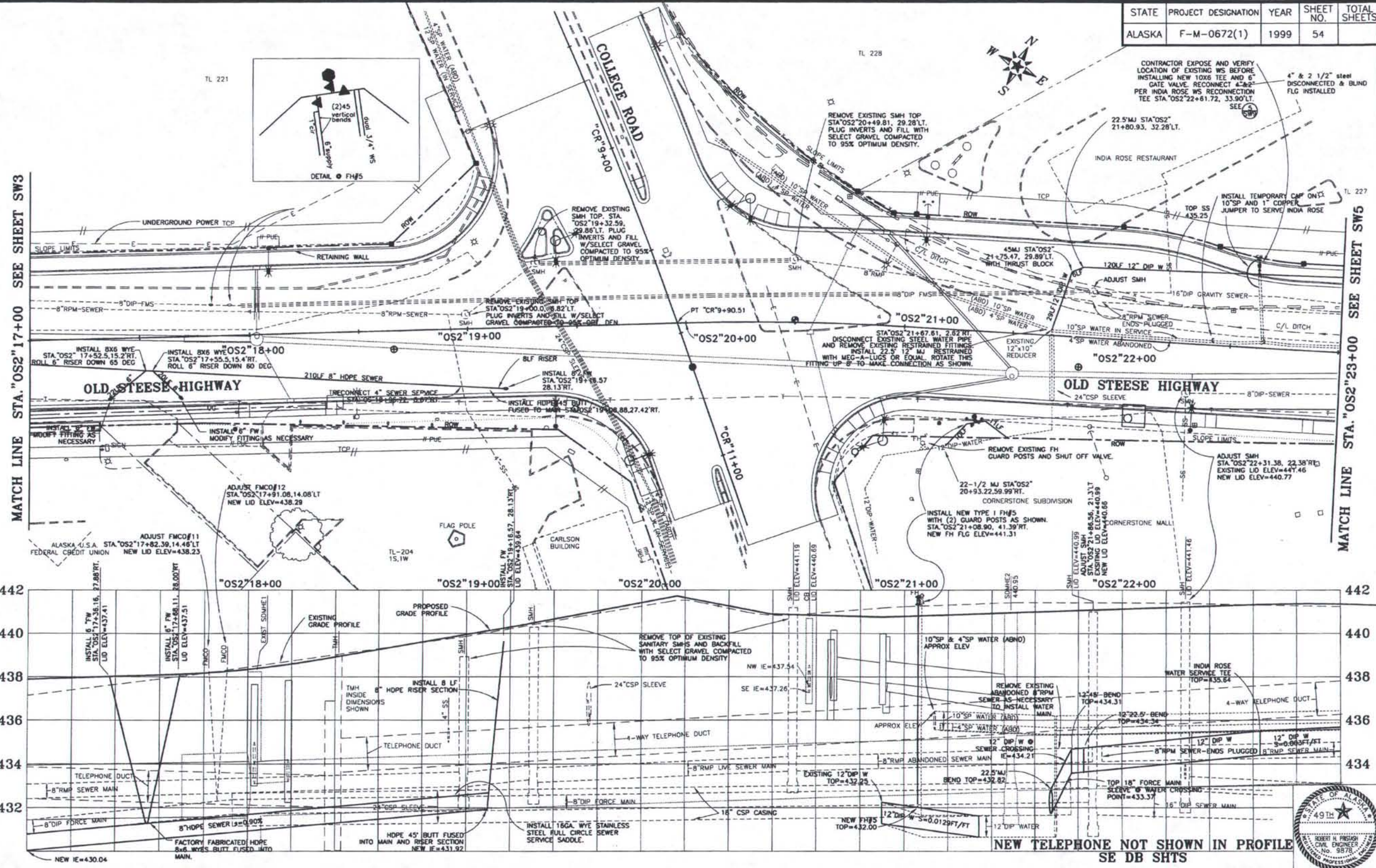
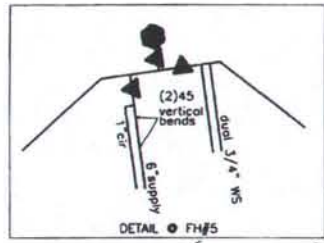
DESIGNED: RGS/RHP	FILE NAME: OSPP3UT
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 29039'19"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS"11+00 TO STA."OS"17+00

SW3

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	54	



10/10/02	ASBULT	RHP
DATE	REVISION	BY

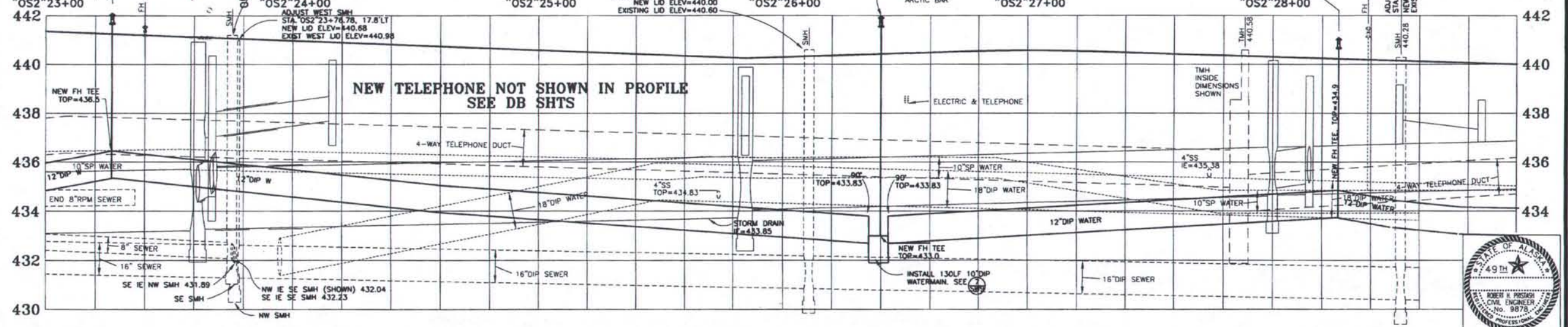
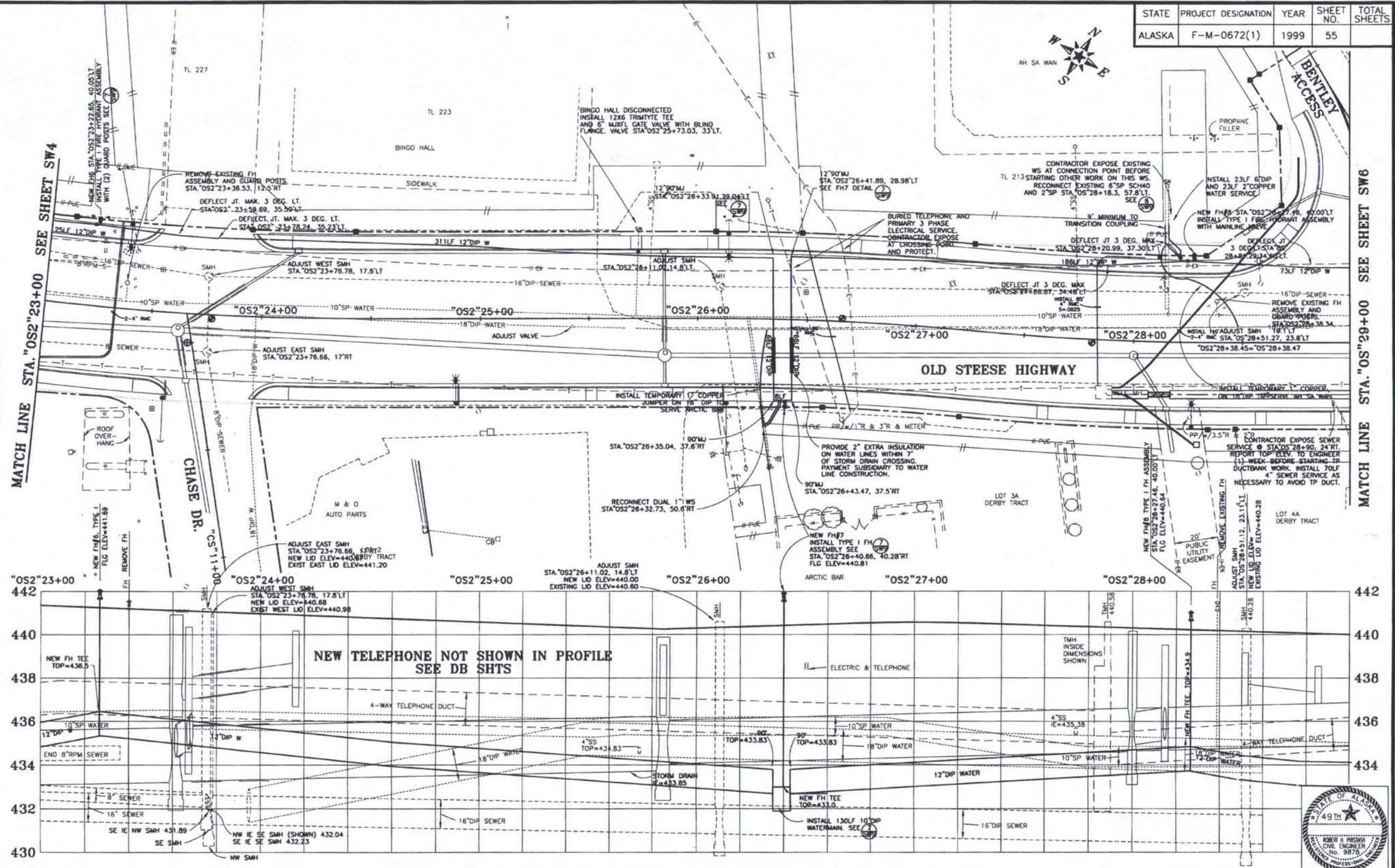
DESIGNED: RGS/RHP	FILE NAME: OSPP4UT
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 29039'19"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS2"17+00 TO STA."OS2"23+00

SW4

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	55	



DATE	REVISION	BY
10/15/02	ASBUILT	RHP
9/24/99	CHU REVISIONS	RHP

DESIGNED: RGS/RHP	FILE NAME: OSPP5UT
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 320J1'05"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

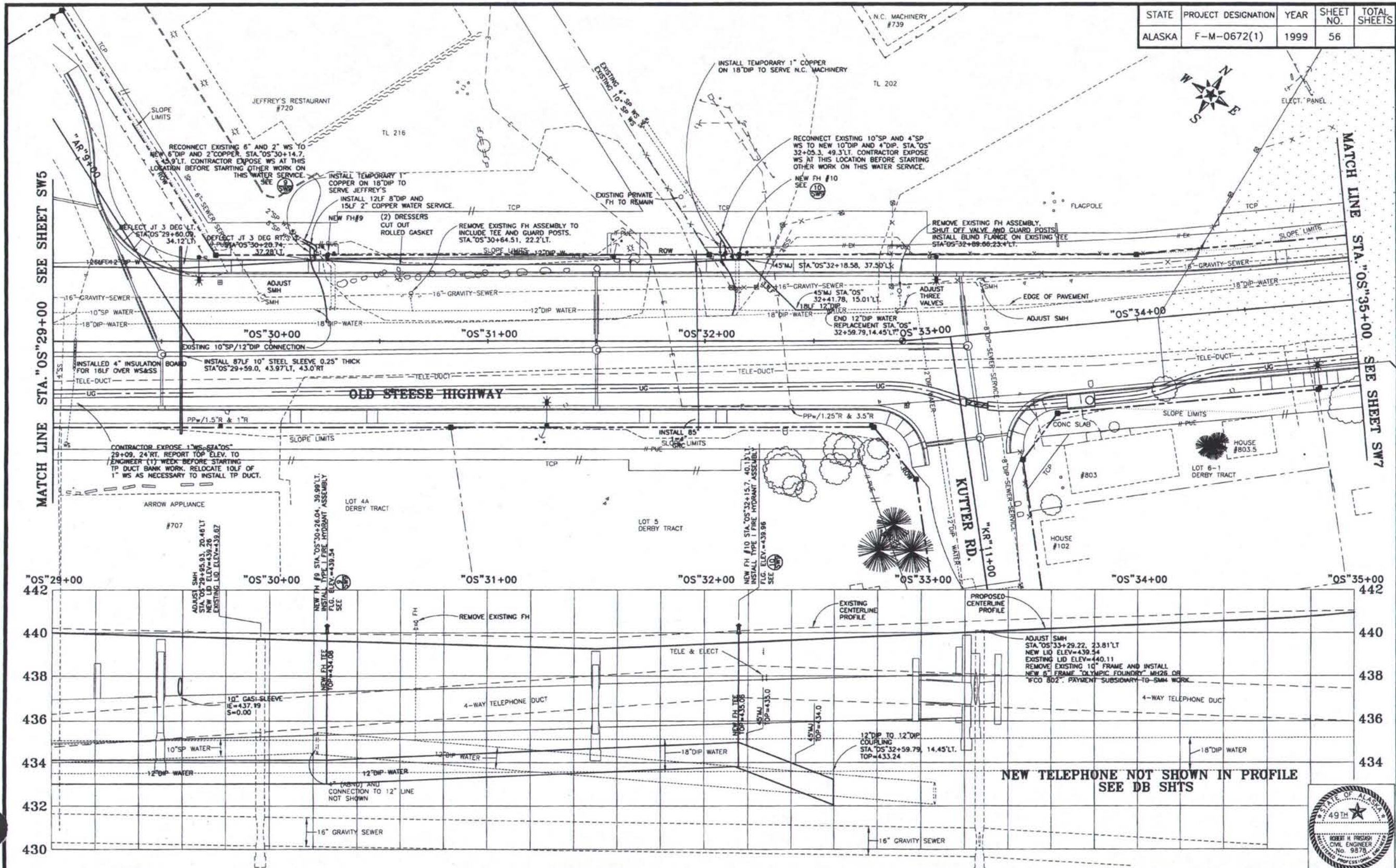
**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS"23+00 TO STA."OS"29+00

**SW5**





STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	56	



DATE	ASBUILT REVISION	RHP BY
10/15/02		RHP

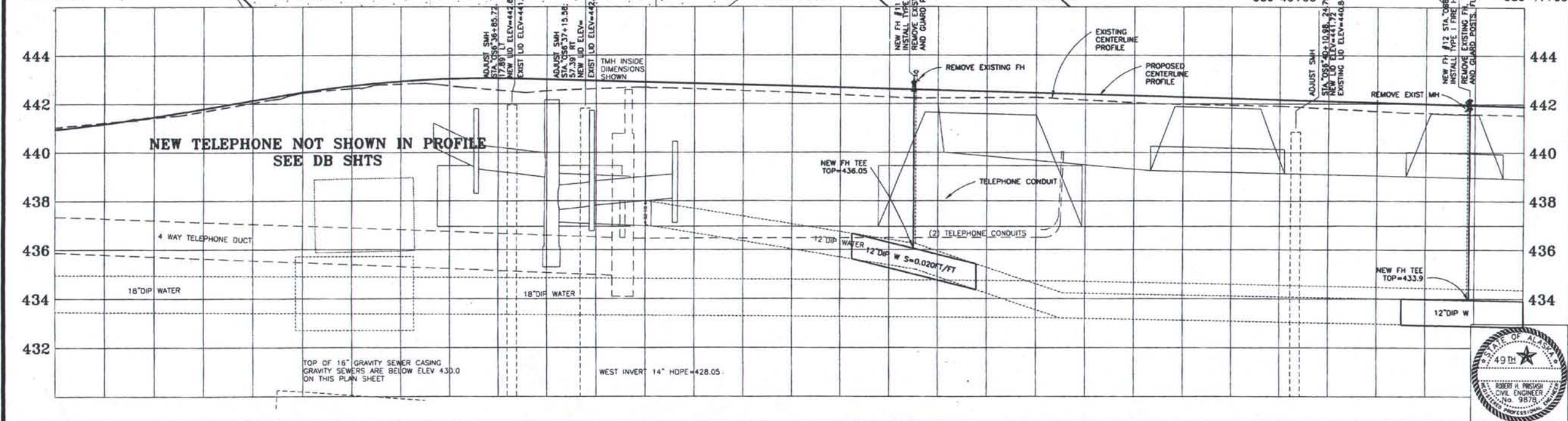
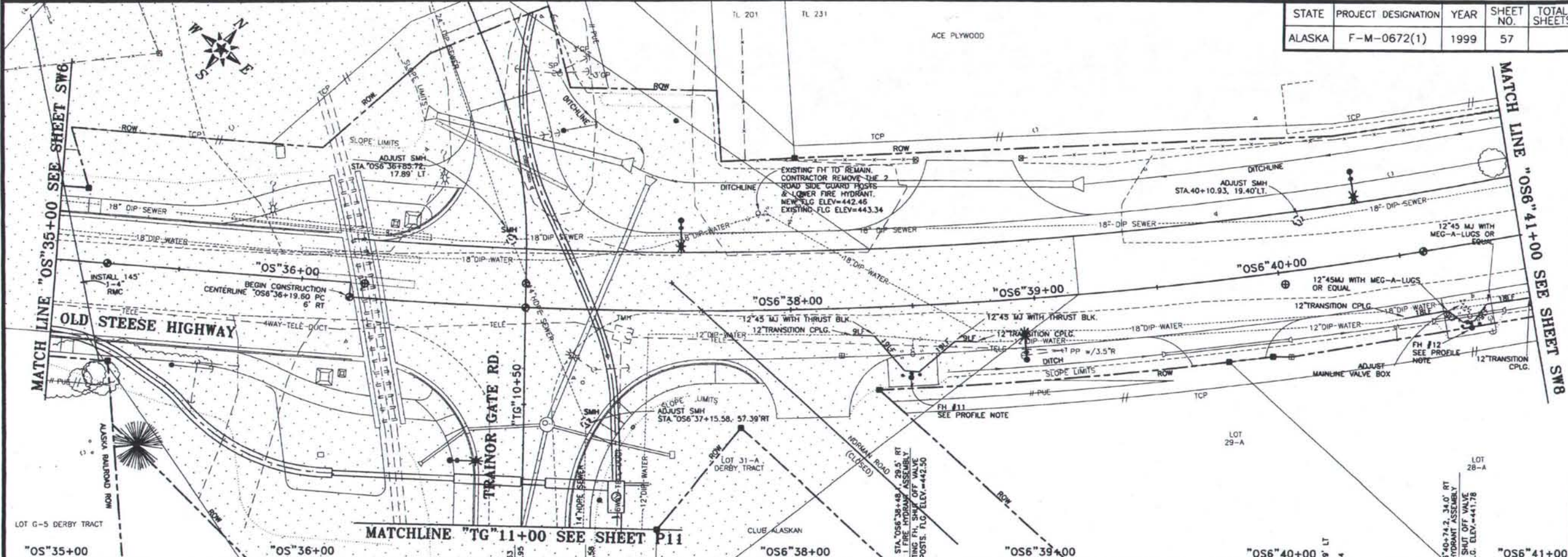
DESIGNED: RGS/RHP	FILE NAME: OSPP6UT
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: SEPT 1999	SHEET ROTATION: 32031'05"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS"29+00 TO STA."OS"35+00 SW6



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	57	



DATE	REVISION	BY
10/15/02	ASBUILT	RHP

DESIGNED: RGS/RHP	FILE NAME: OSPP7UT
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 42030'04"

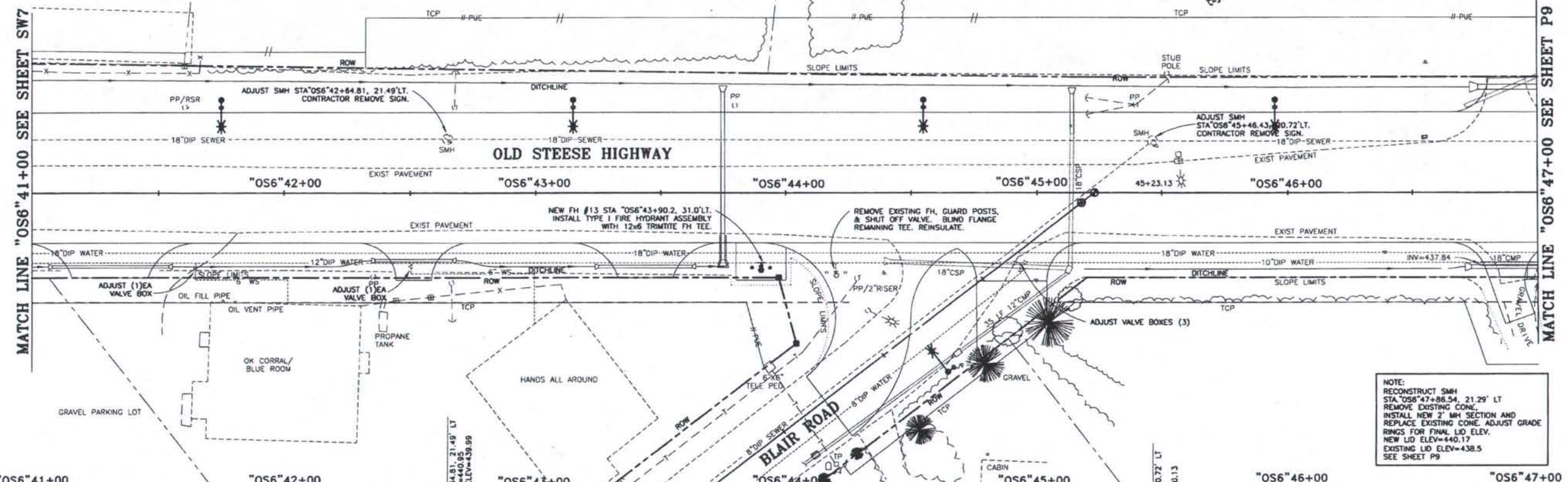
**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS"35+00 TO STA."OS"61+00

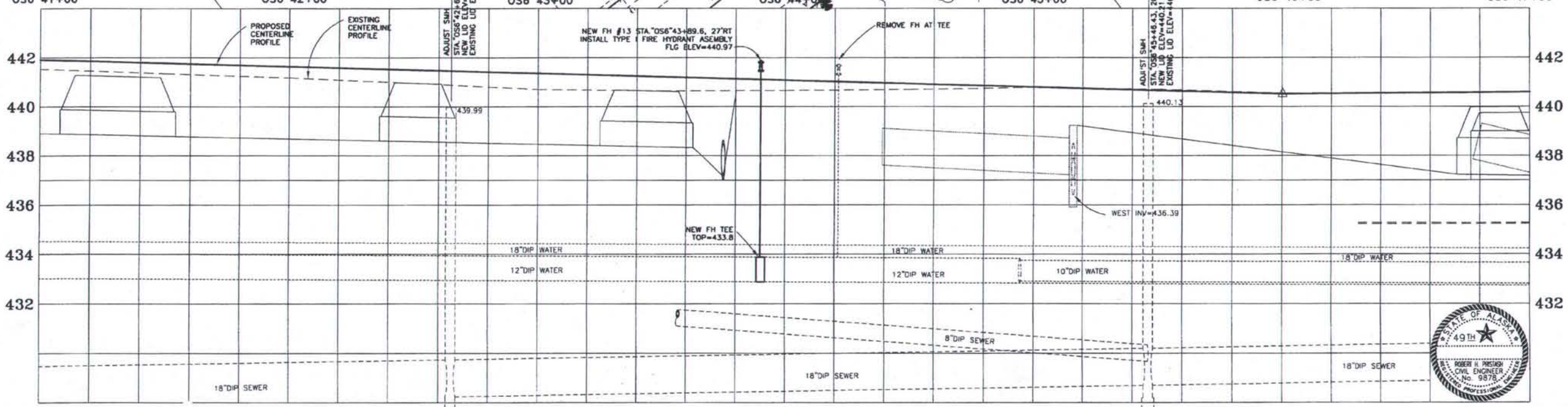
SW7



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	58	



NOTE:  
 RECONSTRUCT SMH  
 STA. OS6 47+86.54, 21.29' LT  
 REMOVE EXISTING CONE.  
 INSTALL NEW 2' MH SECTION AND  
 REPLACE EXISTING CONE. ADJUST GRADE  
 RINGS FOR FINAL LID ELEV.  
 NEW LID ELEV=440.17  
 EXISTING LID ELEV=438.5  
 SEE SHEET P9



DATE	REVISION	BY

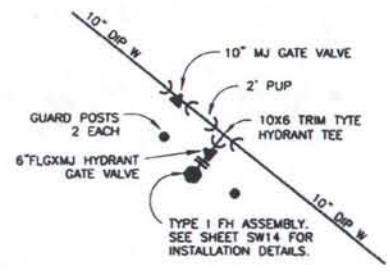
DESIGNED: RCS/RHP	FILE NAME: OSPPBUT
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 52D19'00"

**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

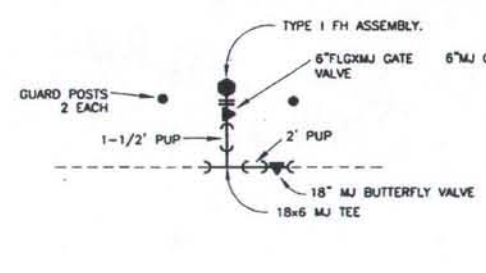
**OLD STEESE HIGHWAY RECONSTRUCTION**  
 STA. "OS6"41+00 TO STA. "OS6"47+00

SW8

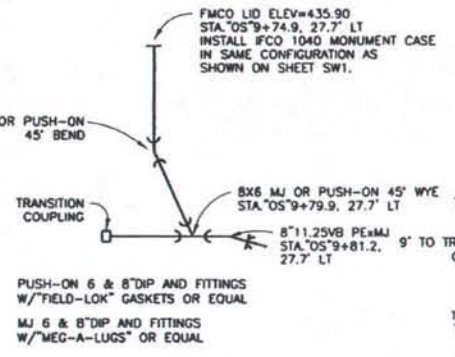
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	59	



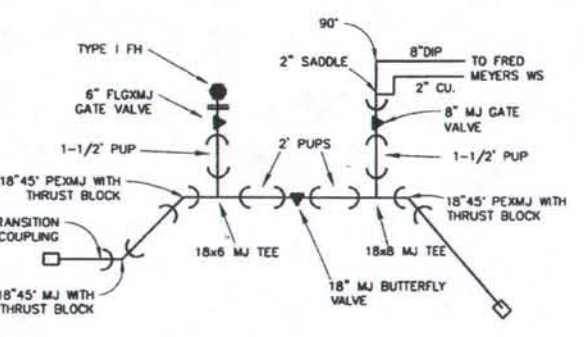
**1**  
FH #1 DETAIL  
STA. "OS"6+18.5, 45.9' RT  
SW2



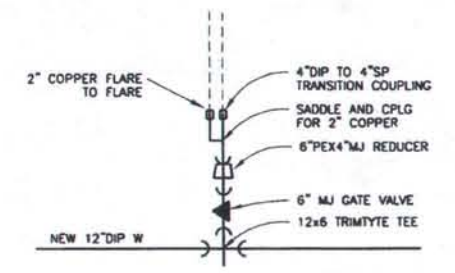
**2**  
FH #2 DETAIL  
STA. "OS"9+22.6, 40.6' LT  
SW2



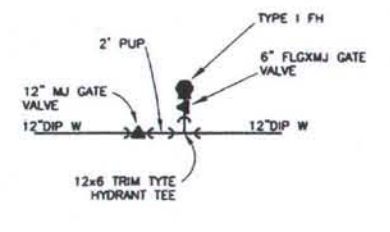
**3**  
FMCO DETAIL  
STA. "OS"9+74.9, 27.7' LT  
SW2



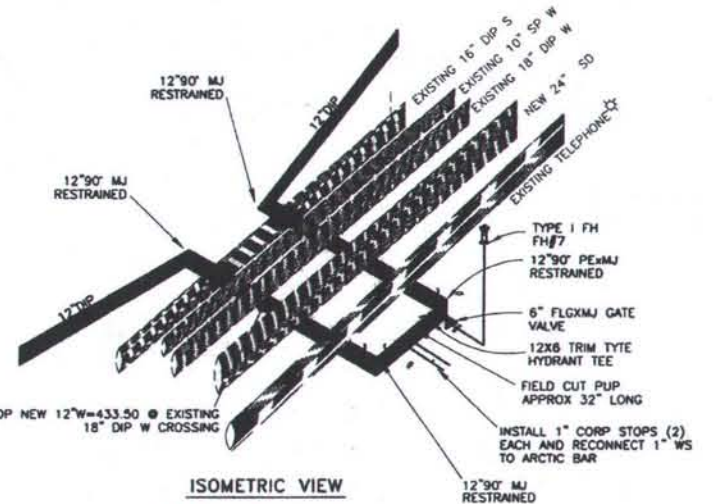
**4**  
FH #4 AND  
FRED MEYERS WS DETAIL  
STA. "OS"14+85.1, 41.6' LT  
SW3



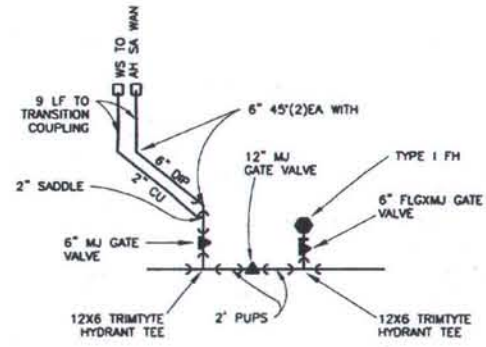
**5**  
INDIA ROSE WS DETAIL  
STA. "OS"22+61.72, 33.90' LT  
SW4



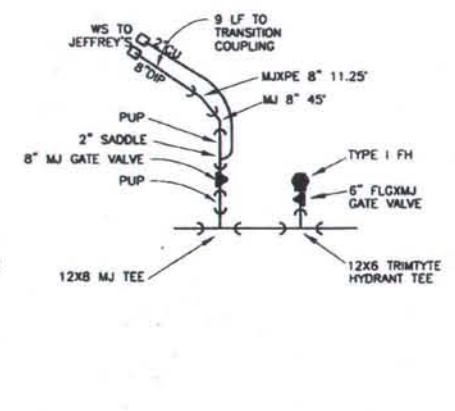
**6**  
FH #6 DETAIL  
STA. "OS"23+22, 40.0' LT  
SW5



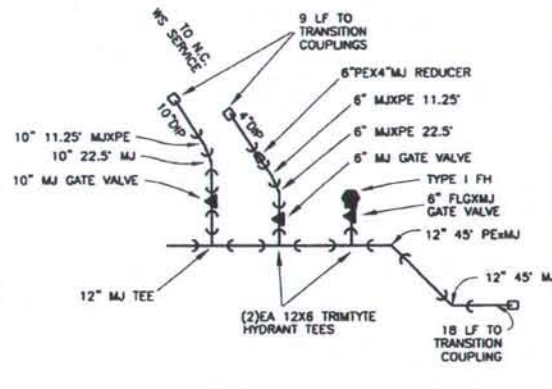
**7**  
FH #7 DETAIL  
STA. "OS"26+40.66, 40.28' RT  
SW5



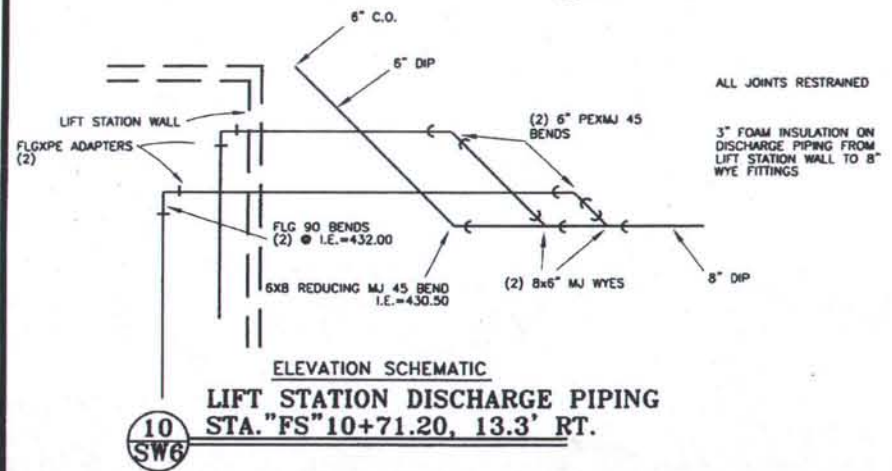
**8**  
FH #8 DETAIL  
STA. "OS"28+27.47, 40.02' LT  
SW5



**9**  
FH #9 DETAIL  
STA. "OS"30+26.04, 39.99' LT  
SW6



**10**  
FH #10 DETAIL  
STA. "OS"32+15.7, 40.2' LT  
SW6



**10**  
LIFT STATION DISCHARGE PIPING  
STA. "FS"10+71.20, 13.3' RT.  
SW6

10/15/02	ASBUILT	RHP
DATE	REVISION	BY

DESIGNED: RHP	FILE NAME: OS_SW9
DRAWN: STAFF	PLOT FACTOR: 1
CHECKED: GSC/RHP	FILE NUMBER:
DATE: MAY 1998	SHEET ROTATION: N/A

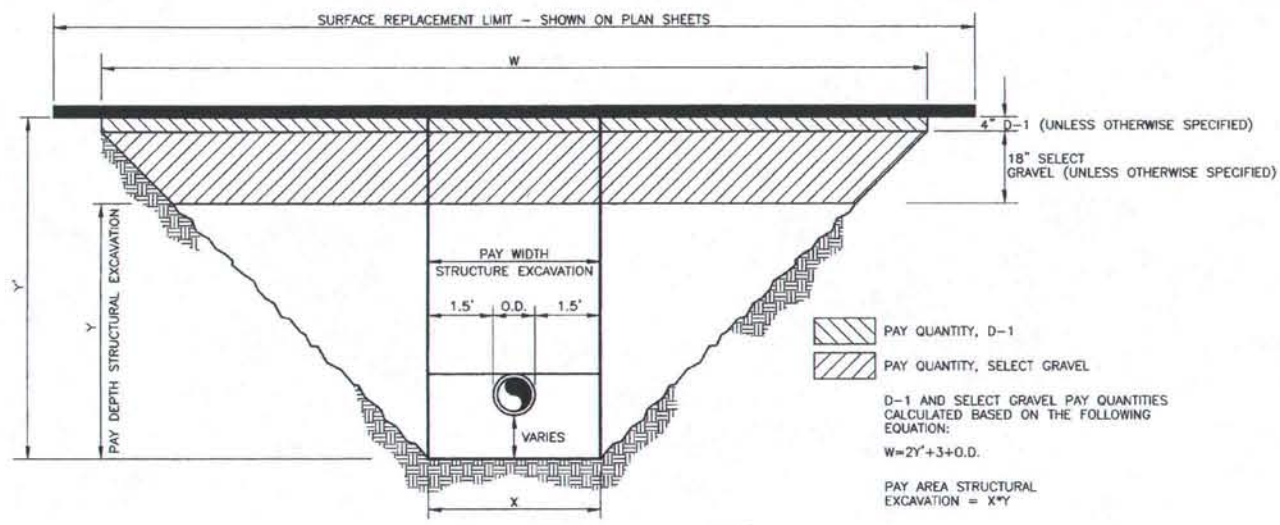
CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
WATER DETAILS

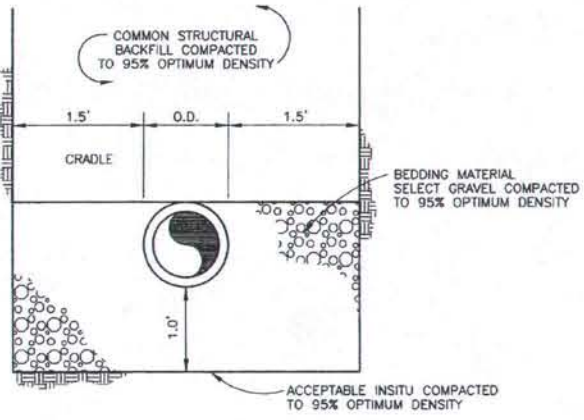
SW9



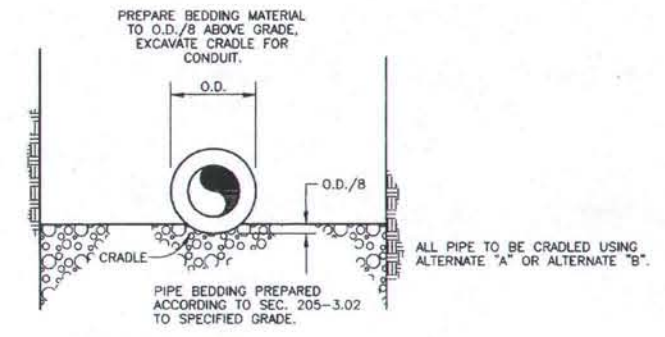
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	60	124



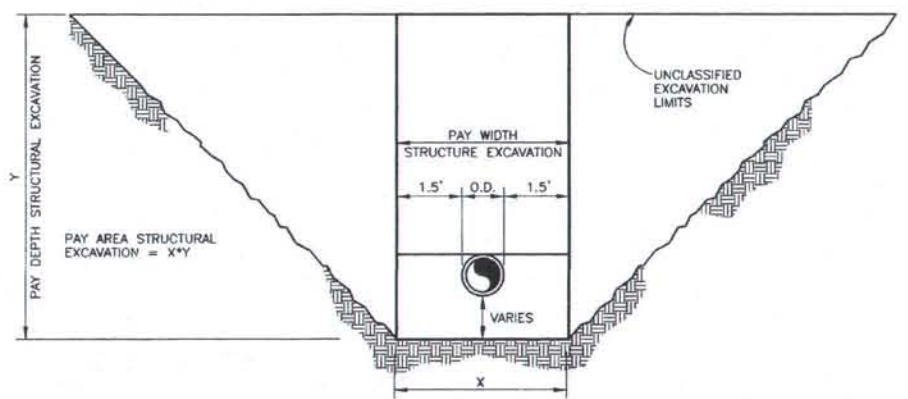
**A** PAY LIMITS - ROADWAY EXCAVATION INCLUDED



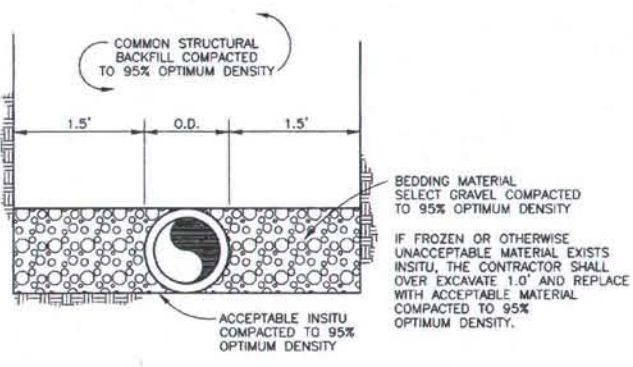
**D** TYPE I BEDDING



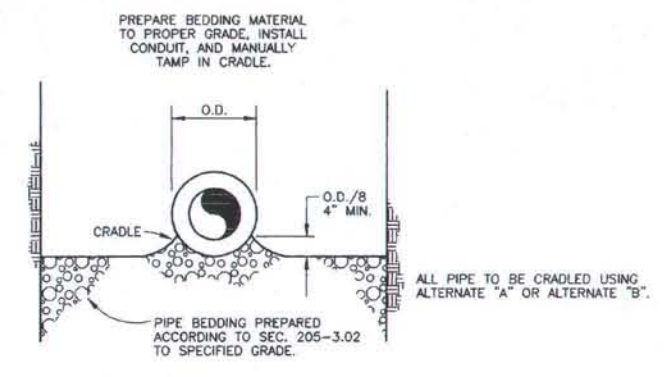
**G** ALTERNATE "A" PIPE CRADLE



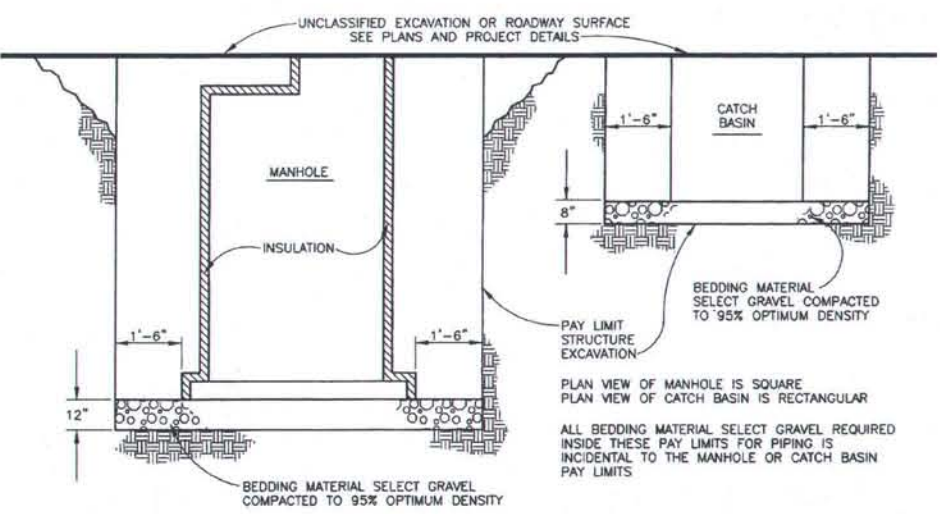
**B** PAY LIMITS - ROADWAY EXCAVATION PAID SEPARATELY



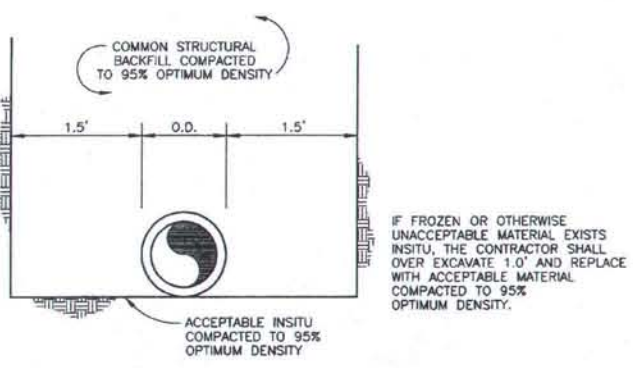
**E** TYPE II BEDDING



**H** ALTERNATE "B" PIPE CRADLE



**C** PAY LIMITS - ROADWAY EXCAVATION PAID SEPARATELY



**F** TYPE III BEDDING

**AS-BUILT PLANS**

INITIALS *Ca* DATE *02/20/00*



DATE	REVISION	BY

DESIGNED: RHP/GSC  
 DRAWN: STAFF  
 CHECKED: RHP/GSC  
 DATE: MAY 1999

APPROVED  
 CITY ENGINEER  
 FILENAME: OS\_SE1

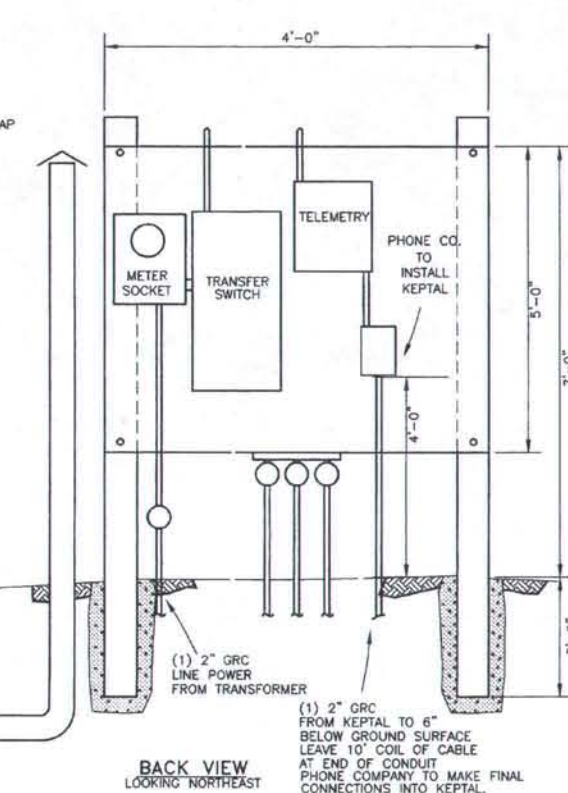
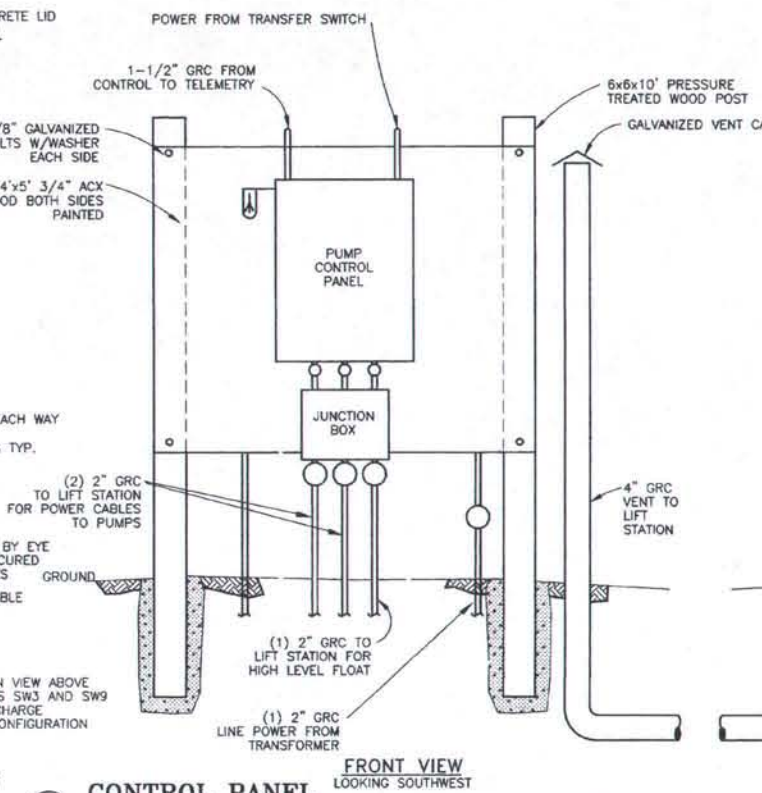
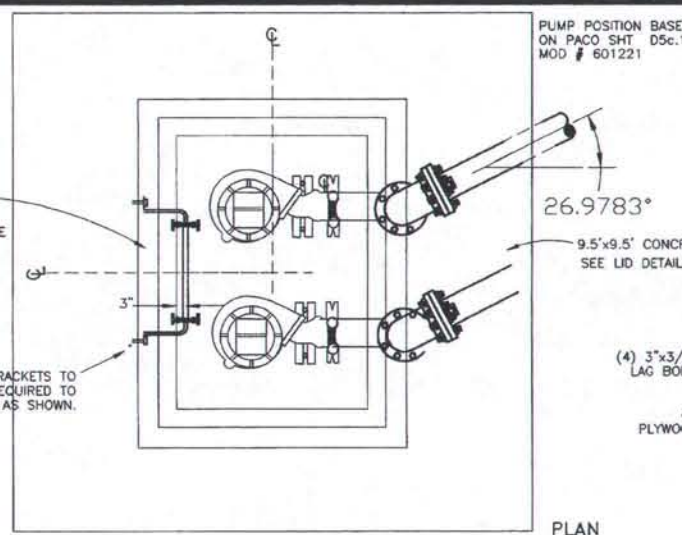
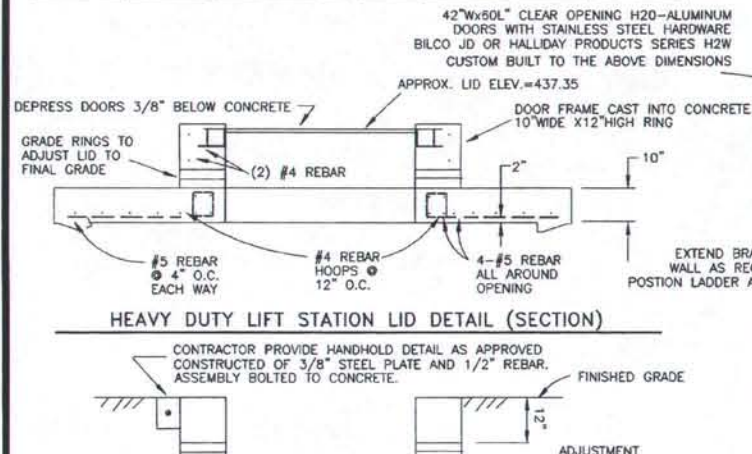
CITY OF FAIRBANKS, ALASKA  
 ENGINEERING DEPARTMENT

STANDARD DETAIL SHEET  
 STRUCTURE EXCAVATION AND BACKFILL

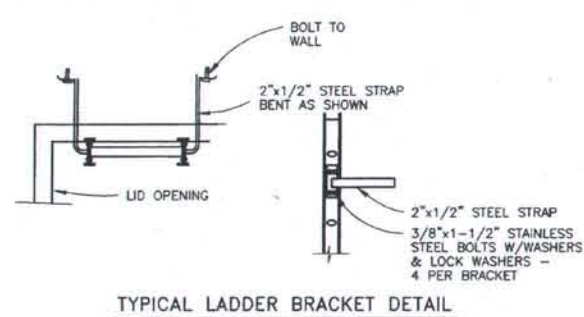
SW10

PACO WASTEWATER PUMPS						
PUMP	MODEL/VERSION	NOM. SIZE TYPE	DESIGN POINT	MOTOR HP	POWER REQUIREMENTS	RPM
601221	6"	ODSC	900 GPM @ 36FT TDH	15	3 PHASE/ 208V 4 WIRE	1150

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	61	124

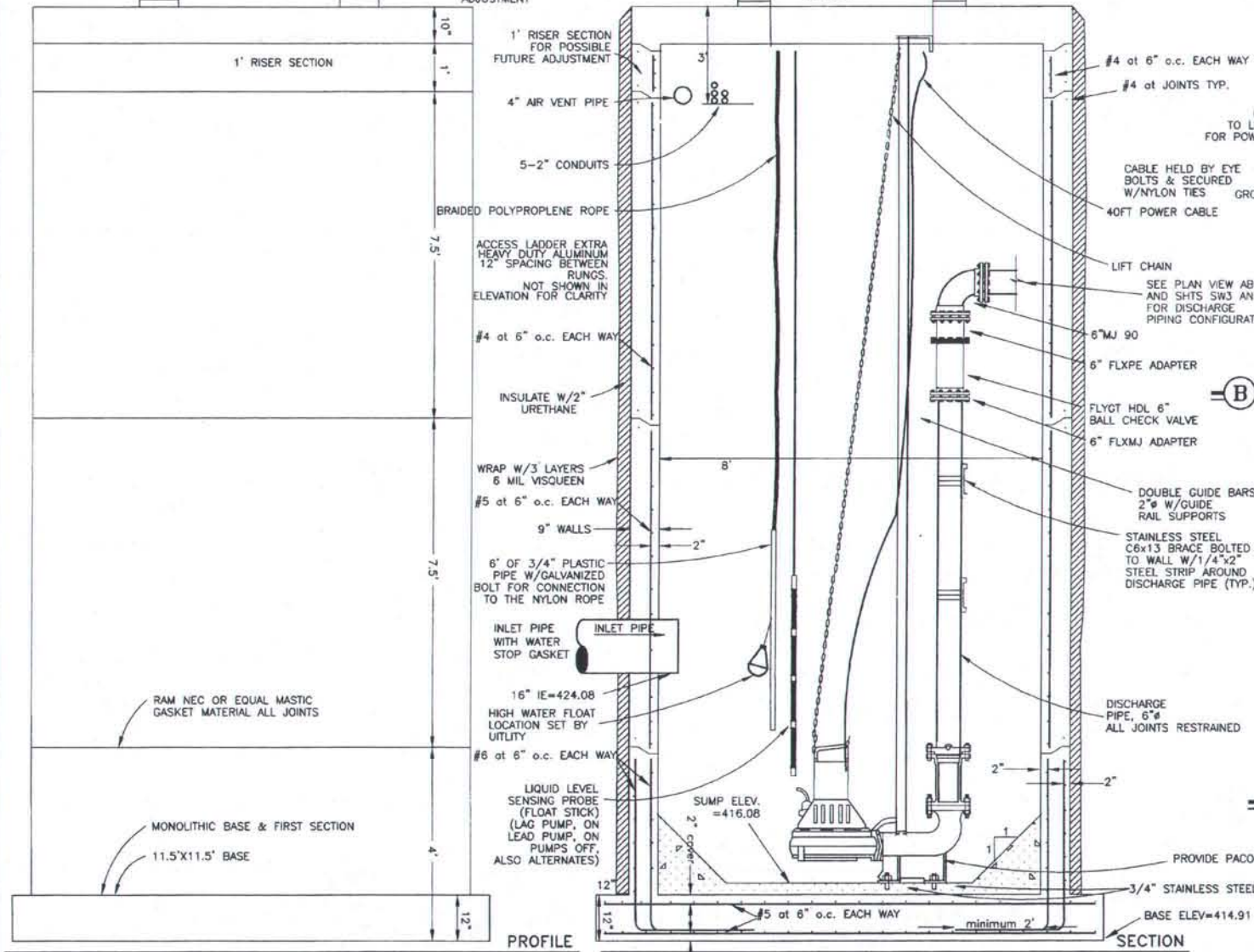


**B CONTROL PANEL**  
NOT TO SCALE



**C LADDER DETAILS**  
NOT TO SCALE

**D PIPE THROUGH CONCRETE DETAIL**  
NOT TO SCALE



NOT TO SCALE

9/24/99	GHU REVISIONS	RHP
DATE	REVISION	BY

PLAN SCALE: NOT TO SCALE

PLOT SCALE: 1=1

DESIGNED	RHP
DRAWN	RHP/NBB
CHECKED	RHP/GSC
DATE	SEPT 1999
FILENAME:	OSLSGHUR

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
LIFT STATION DETAILS

SW11

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE 03/26/02



NOTES FOR TELECOMMUNICATION PLAN SHEETS TC1-TC9:

Contractor shall supply labor, tools, equipment, non-telephone specialty materials and supervision to install a complete telephone cable system in conjunction with the Old Steese Highway Relocation project. The Telephone Utility will provide all necessary telephone specialty materials as detailed in the Standard Detail Drawings. All tasks shall be performed as detailed in these Plans, the Specifications and the Standard Detail Drawings for Construction, City of Fairbanks MUS and PTI Telecommunications Department. All tasks shall be performed as detailed in these plan sheets, Specifications Section 662 and the Standard Detail Drawings for Construction (Drawings). Contractor shall not deviate from plans without prior written approval by PTI Telecommunications Engineering. The Contractor shall bear the costs for additional materials and labor required by Contractor's deviations from the plans.

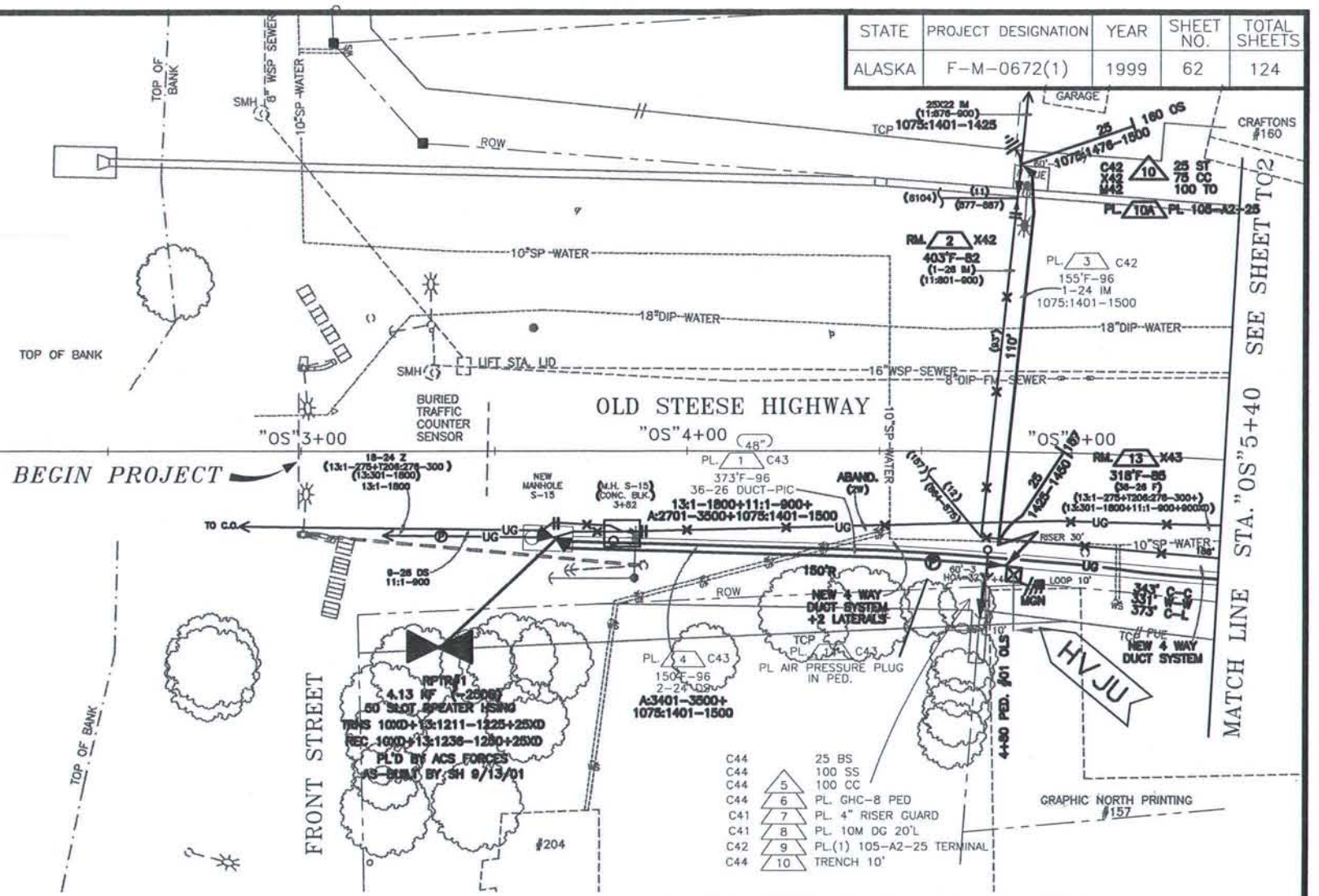
- The sequence of construction has not been determined completely to allow for road construction scheduling. The duct system will have to be installed first to provide for the placement of feeder cables and to avoid conflicts with the placement of buried distribution cables. PTI will provide the cable splicing cut sheets but require 3 weeks notice to prepare. The contractor shall submit construction sequence for approval with PTI engineering to allow for any redesign that may be required for temporary completion of any stage of this job.
- The Contractor shall be responsible for coordinating with the customer all out of service cuts that are required to reconnect the existing service lines to the new facilities.
- There are special circuits within existing cable. Locate and protect during construction. The Contractor shall be responsible for all damages caused by his/her activities. Contractor shall hand dig when within 2' of any existing buried cable. The Contractor shall be responsible for telephone locates and should call for locates of other buried utilities. Cut cables requiring emergency repair will be charged to the contractor at a flat rate of \$600.00 per hour. This charge is to avoid any unnecessary cable cuts for contractor convenience.
- The Contractor shall restore surfaces effected by his/her activities to preconstruction quality. This cost shall be incidental to other bid items.
- The Engineer will stake installation locations for cables, pedestals and cross connect boxes after the Contractor has located and staked easements and property lines. The Contractor shall notify the Engineer if these locations conflict with other utilities and if so the Engineer will restake such conflicting locations. Contractor shall contact Engineering at least 48 hours (Monday through Friday) before staking is required.
- Back-fill requirements for trenches are detailed on Detail Drawing sheets F-33-a, b & c. Non-paved sides of paved roads require gravel back-fill within three feet of the pavement.
- Minimum burial depth for cable shall be 48".
- Full size 24"x36" color copies of this job can be provided to contractor by request to PTI engineering.

**REVISION #1**  
**10/9/00**  
**DRAFTING NOTE:**  
 CHANGE RECORDS FROM T206:276-300 TO 13:276-300 BACK TO GLOBE. TRUNK LINES ARE NO LONGER IN SERVICE. THIS JOB REFLECTS THE NEW COUNT.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	62	124

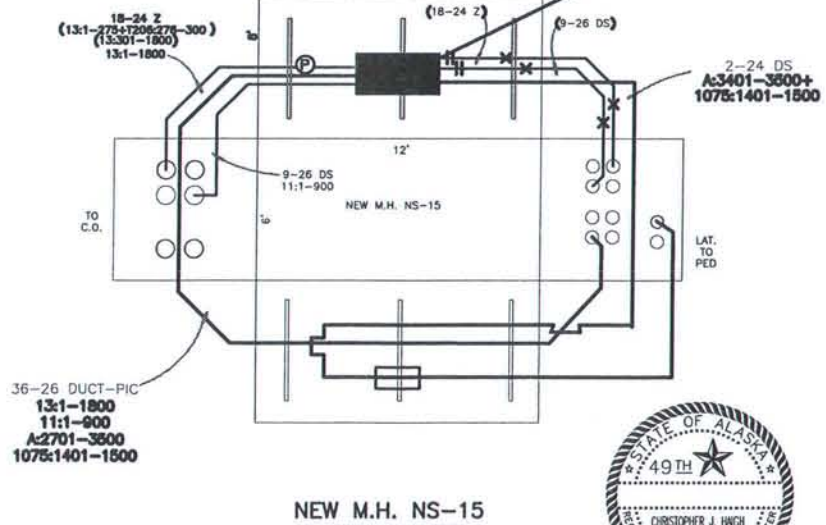
WENDELL STREET BRIDGE  
 "OS" 1+00 "OS" 2+00

BEGIN PROJECT



RPTN 1  
 4.13 KF (-2500)  
 50 SLOT REPEATER HSNB  
 TRNS 10XD+13:1211-1225+25XD  
 REC 10XD+13:1236-1250+25XD  
 PL'D BY ACS FORCES  
 AS-BUILT BY SH 9/13/01

C43 200 PR. SS  
 M43 2700 PR. BS  
 C43 700 PR. CC



NEW M.H. NS-15



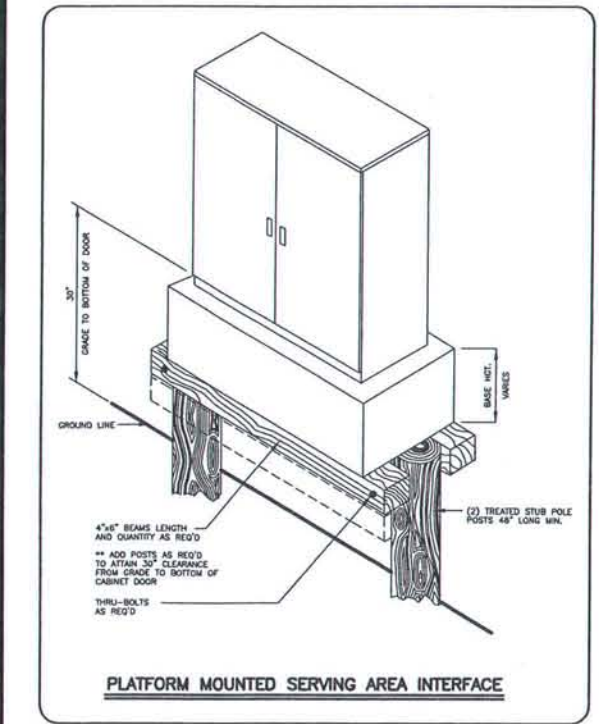
SPECIAL LEGEND, TC SHEETS ONLY

C44	25 BS
C44	100 SS
C44	100 CC
C44	PL. GHC-8 PED
C41	PL. 4" RISER GUARD
C41	PL. 10M DG 20'L
C42	PL(1) 105-A2-25 TERMINAL
C44	TRENCH 10'

CONTRACTOR'S WORK THIS SHEET				PAGE		1
CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS	
662	4 C41	CW PLACE DOWN GUY	EA	1	8	
662	10 C41	RG-4 RISER GUARD-4"	EA	1	7	
662	14 C42	CA-IM FIGURE EIGHT CABLE	LF	155	3	
662	21 C42	TE AERIAL TERMINAL ASSEMBLY	EA	1	9	
662	22 C43	CA UNDERGROUND CABLE	LF	523	1, 4	
662	38 C29	PED PEDESTAL	EA	1	6	
662	42 C44	SPL-BS BURIED BRIDGE SPLICE	PAIR	25	5	
662	43 C44	SPL-CC BURIED CLEAR & CAP	PAIR	100	5	
662	44 C44	SPL-SS BURIED STRAIGHT SPLICE	PAIR	100	5	
662	47 C44	TR-48 TRENCH CONSTRUCTION-48"	LF	10	10	
662	64 M43	SPL-BS UNDERGROUND BRIDGED TRANSFER	PAIR	2700	11	
662	24 C43	SPL-SS UNDERGROUND STRAIGHT SPLICE	PAIR	200	11	
662	65 X42	CA-IM REMOVE FIGURE 8 CABLE	LF	403'	2	
662	67 X43	CA-URG REMOVE UNDERGROUND CABLE	LF	318'	13	
662	26 C43	SPL-CC UNDERGROUND CLEAR & CAP	PAIR	700	11	
662	59 C43	PRES PLUG AIR PRESSURE PLUG	EA	1	14	

AS-BUILT 10/9/02 SH

REVISED 4/05/2001  
 PTI WORK ORDER # C99019



PLATFORM MOUNTED SERVING AREA INTERFACE

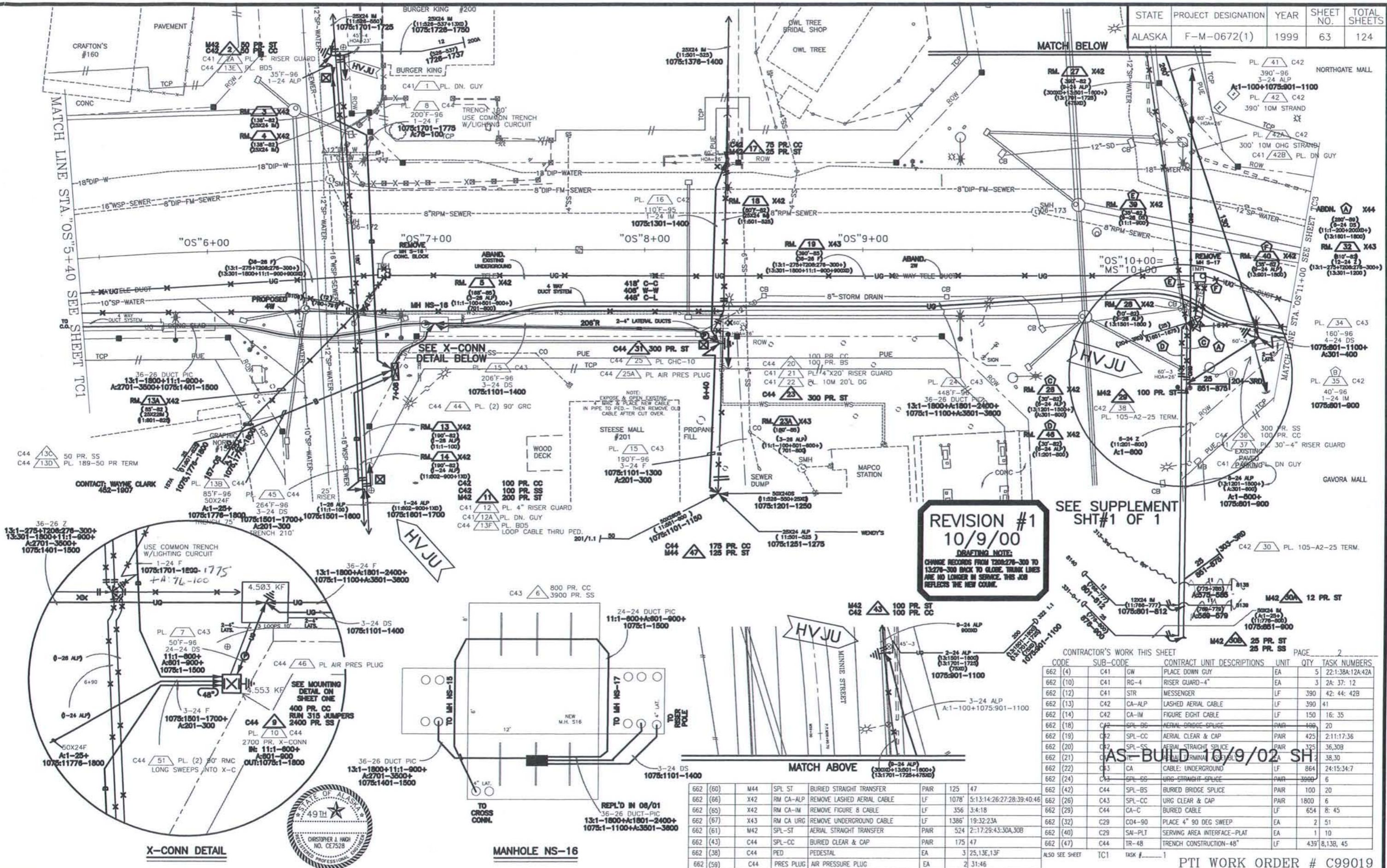
04/05/01	REV. #2 COUNT CHANGE	SGH
10/9/00	REV. #1 COUNT CHANGE	SH/STOSH
2/18/00	WORK DESCRIPTION	MJN
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

DESIGNED: G. DRAGER	FILE NAME: TC01
DRAWN: STOSH	PLOT FACTOR: 20
CHECKED: G. DRAGER	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION: -52D19'00"

CITY OF FAIRBANKS, ALASKA  
 ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
 STA."OS"3+00 TO STA."OS"5+40

TC1  
 TELE. CABLE



**REVISION #1**  
**10/9/00**  
 DRAFTING NOTE:  
 CHANGE RECORDS FROM 1200-270-300 TO 13-270-300 BACK TO GLOBE. TRUNK LINES ARE NO LONGER IN SERVICE. THIS JOB REFLECTS THE NEW COUNT.

SEE SUPPLEMENT SHT#1 OF 1

CONTRACTOR'S WORK THIS SHEET

CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662 (4)	C41	GW	PLACE DOWN GUY	EA	5 22:1:38A:12A:42A
662 (10)	C41	RG-4	RISER GUARD-4"	EA	3 2A: 37: 12
662 (12)	C41	STR	MESSANGER	LF	390 42: 44: 42B
662 (13)	C42	CA-ALP	LASHED AERIAL CABLE	LF	390 41
662 (14)	C42	CA-IM	FIGURE EIGHT CABLE	LF	150 16: 35
662 (18)	C42	SPL-06	AERIAL BRIDGE SPLICE	PAIR	180 20
662 (19)	C42	SPL-CC	AERIAL CLEAR & CAP	PAIR	425 2:11:17:36
662 (20)	C42	SPL-SS	AERIAL STRAIGHT SPLICE	PAIR	325 36:30B
662 (21)	C42	TC	AERIAL TERMINAL SET	EA	38,30
662 (22)	C43	CA	CABLE: UNDERGROUND	LF	864 24:15:34:7
662 (24)	C43	SPL-05	URG STRAIGHT SPLICE	PAIR	3000 6
662 (42)	C44	SPL-BS	BURIED BRIDGE SPLICE	PAIR	100 20
662 (26)	C43	SPL-CC	URG CLEAR & CAP	PAIR	1800 6
662 (29)	C44	CA-C	BURIED CABLE	LF	654 8: 45
662 (32)	C29	CO4-90	PLACE 4" 90 DEG SWEEP	EA	2 51
662 (40)	C29	SAI-PLT	SERVING AREA INTERFACE-PLAT	EA	1 10
662 (47)	C44	TR-48	TRENCH CONSTRUCTION-48"	LF	439 8,138, 45

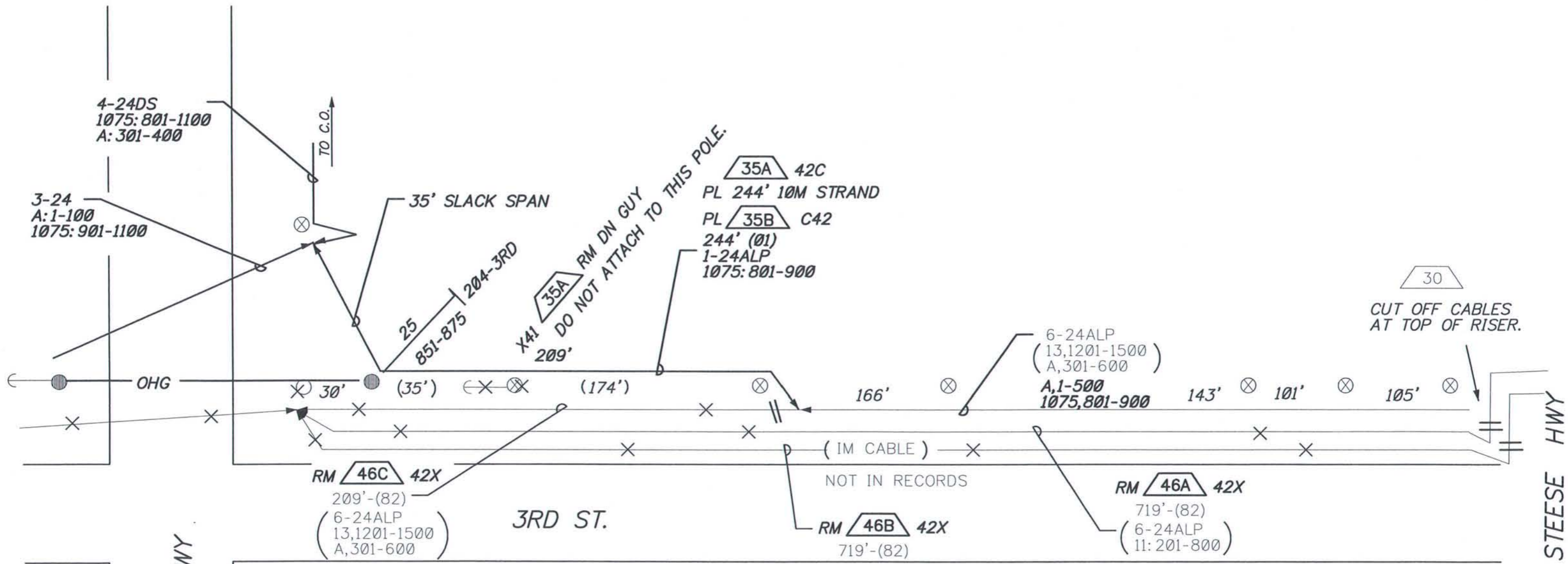
ALSO SEE SHEET TC1 TASK # 1

**X-CONN DETAIL**

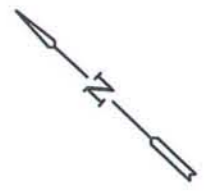
**MANHOLE NS-16**



GAVORA MALL

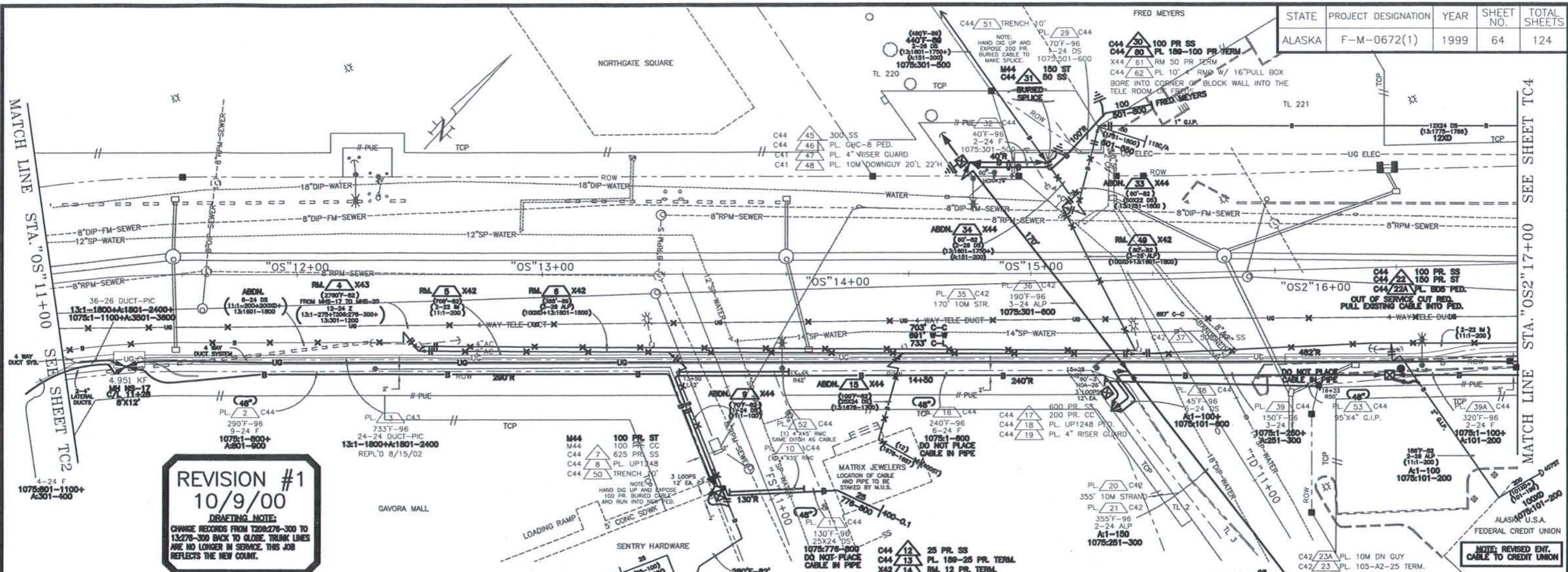


NOTE: THIS SUPPLEMENT IS TO SHOW THE EXTRA UNITS REQUIRED TO REMOVE PLANT FROM OLD POWER POLE AND TO ALLOW FOR IT'S REMOVAL. THIS WORK IS BEING DONE TO CLEAR THE INTERSECTION FROM UNNECESSARY CABLES & POLE.



	TOWNSHIP	RANGE	SECTION	DA#	EFRAP#	HELD ORDER: YES NO	PERMITS: YES NO	CUTS REQ: YES NO	PRESSURE: YES NO
	ASSOCIATED WORK ORDERS	SOURCE MAPS	REVISION NUMBER-DATE-INITIALS	EXCHANGE	S#	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
	5046A			8701					
				CAD# TC2SUP		PKGS OLD STEESE HWY RECONSTRUCT SUPPLEMENTAL FOR SHEET 2			
				ENGR/EXT: S HOLLENBECK		WO# (1999) 00010			
						BOROUGH/CNTY			

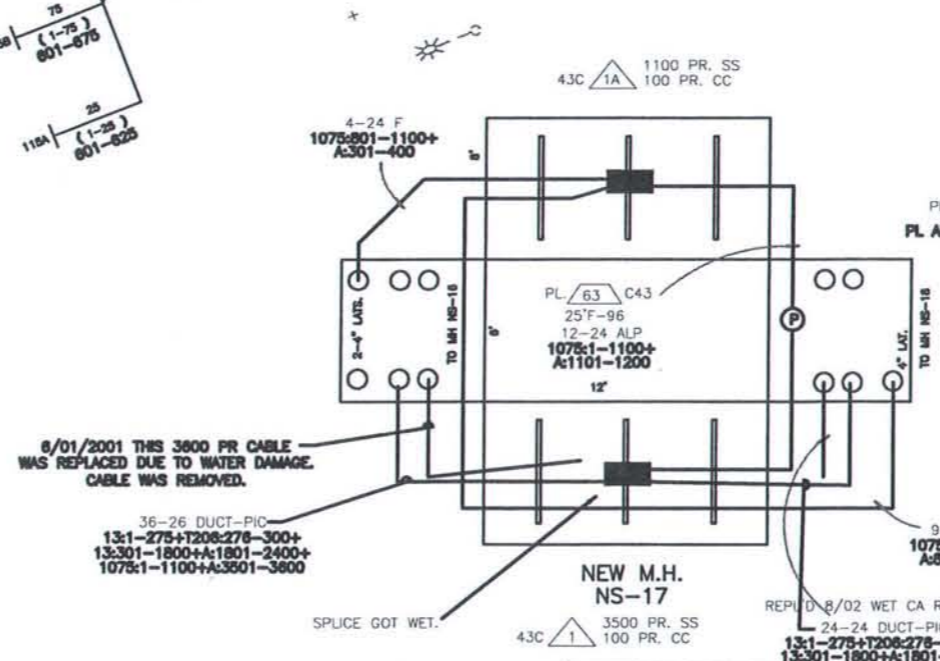
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	64	124



**REVISION #1**  
**10/9/00**  
 DRAFTING NOTE:  
 CHANGE RECORDS FROM T208276-300 TO 13276-300 BACK TO GLOBE. TRUNK LINES ARE NO LONGER IN SERVICE. THIS JOB REFLECTS THE NEW COUNT.

CONTRACTOR'S WORK THIS SHEET

CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662	(4)	C41 GW PLACE DOWN GUY	EA	3	24,48,23A
662	(10)	C41 RG-4 RISER GUARD-4"	EA	2	19, 47
662	(12)	C42 STR MESSENGER	LF	525	35,20
662	(13)	C42 CA-ALP LASHED AERIAL CABLE	LF	565	32,21
662	(18)	C42 SPL-BS AERIAL BRIDGE SPLICE	PAIR	225	22
662	(24)	C43 SPL-SS UNDERGROUND STRAIGHT SPLICE	PAIR	4600	1,1A
662	(20)	C42 SPL-SS AERIAL STRAIGHT SPLICE	PAIR	500	37
662	(21)	C42 TE AERIAL TERMINAL ASSEMBLY	EA	1	23
662	(22)	C43 CA CABLE PULLED IN DUCT	LF	758	3,63
662	(29)	C44 CA-C BURIED CABLE	LF	1317	2,51,50,11,16,29,32,38,39
662	(31)	C29 CO-4" BURIED CONDUIT - 4"	LF	180	52,53,10,62
662	(38)	C44 PED PEDESTAL	EA	4	8,18,46,22A
662	(43)	C44 SPL-CC BURIED CLEAR & CAP	PAIR	200	7,26,28
662	(44)	C44 SPL-SS BURIED STRAIGHT SPLICE	PAIR	1725	7,17,45,30,22
662	(47)	C44 TR-48 TRENCH CONSTRUCTION-48"	LF	1317	2,51,50,11,16,29,32,38,39
662	(68)	C44 BLDG TERM PL BUILDING TERMINAL ASSEMBLY	EA	2	13,60
662	(65)	X42 RM CA-IM REMOVE FIGURE 8 CABLE	LF	708	5
662	(66)	X42 RM CA-ALP REMOVE LASHED AERIAL CABLE	LF	465	6,49
662	(67)	X43 RM URG-CA REMOVE UNDERGROUND CABLE	LF	2760	4
662	(60)	M44 SPL-ST BURIED STRAIGHT TRANSFER	PAIR	450	7,22,31,54
662	(26)	C43 SPL-CC UNDERGROUND CLEAR & CAP	PAIR	200	1,1A
662	(70)	X44 BLDG TERM REMOVE BUILDING TERMINAL	EA	2	61,14



BUSINESS CONTACTS:  
 AK USA FED CREDIT UNION- DRENNIA SWEET 452-8123  
 GAVORA MALL MANAGEMENT 452-6422  
 FRED MEYERS- GENE LUNNEY 459-4200



**AS-BUILT 10/9/02 SH**

**REV#2 4/5/01**  
 PTI WORK ORDER # C99019

4/5/01	REV#2 COUNT CHANGES & REARR.	SH
10/10/00	REV#1 COUNT CHANGES & REARR.	SH/STOSH
2/18/00	WORK DESCRIPTION/ITEM NUMBER	MUN
10/99	WORK DELEGATION AND SUMMARY TABLE	SGH (PTI)
DATE	REVISION	BY

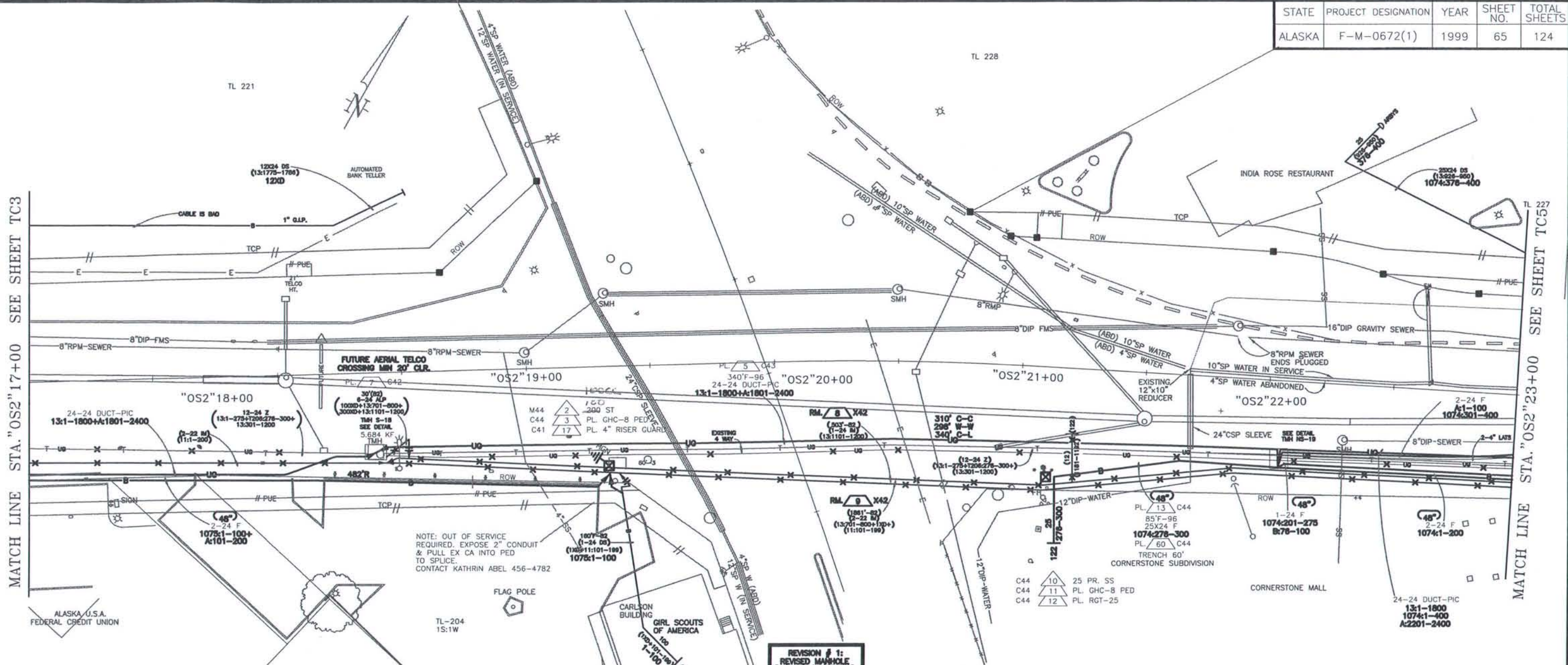
DESIGNED: G. DRAGER	FILE NAME: TC03
DRAWN: STOSH	PLOT FACTOR: 20
CHECKED:SGH	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION:

CITY OF FAIRBANKS, ALASKA  
 ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
 STA."OS"11+00 TO STA."OS2"17+00  
 TELE. CABLE

MATCH LINE STA. "OS2" 17+00 SEE SHEET TC3

MATCH LINE STA. "OS2" 23+00 SEE SHEET TC5

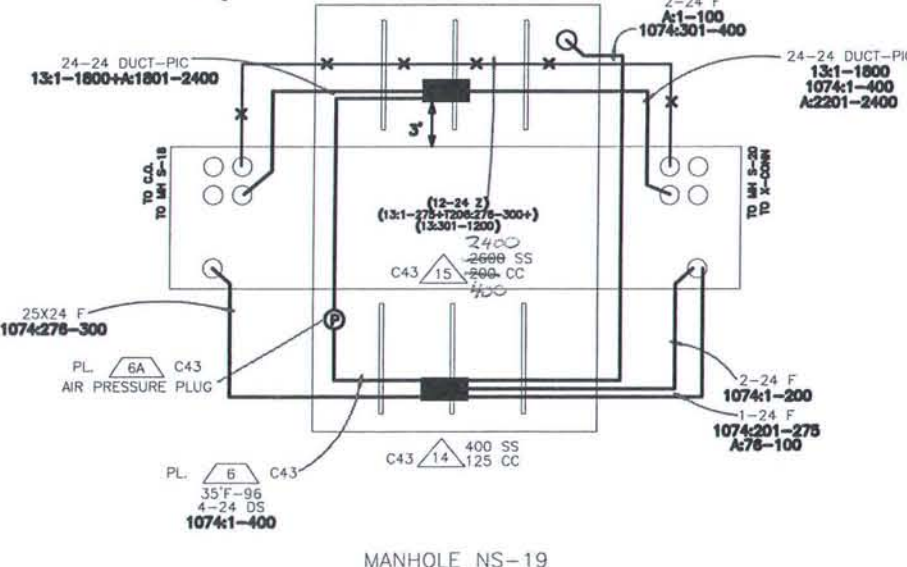
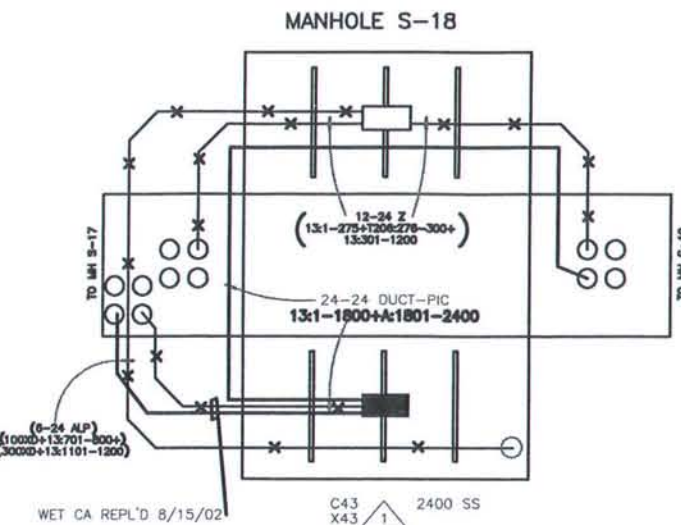


NOTE: OUT OF SERVICE REQUIRED. EXPOSE 2" CONDUIT & PULL EX CA INTO PED TO SPLICE. CONTACT KATHRIN ABEL 456-4782

**REVISION #1**  
10/9/00  
DRAFTING NOTE:  
CHANGE RECORDS FROM T20R276-300 TO 13:276-300 BACK TO GLOBE. TRUNK LINES ARE NO LONGER IN SERVICE. THIS JOB REFLECTS THE NEW COUNT.

**REVISION #1:**  
REVISED MANHOLE RACKING & SPLICING

**AS-BUILT 10/9/02 SH**



CONTRACTOR'S WORK THIS SHEET					PAGE 4	
CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS	
662 (59)	C43	PRES-PLUG	AIR PRESSURE PLUG	EA	1	6A
662 (60)	M44	SPL-ST	BURIED STRAIGHT TRANSFER	PAIR	100	2
662 (65)	M42	CA-IM	REMOVE FIGURE EIGHT CABLE	LF	2394	7,8,9
662 (22)	C43	CA	CABLE PULLED IN DUCT	LF	375	5,6
662 (24)	C43	SPL-SS	URG STRAIGHT SPLICE	PAIR	5400	1,14,15
662 (26)	C43	SPL-CC	URG CLEAR & CAP	PAIR	300	14,15
662 (29)	C44	CA-C	BURIED CABLE	LF	85	13
662 (38)	C44	PED	PEDESTAL	EA	2	3,11
662 (44)	C44	SPL-SS	BURIED STRAIGHT SPLICE	PAIR	125	10,2
662 (45)	C44	TE	BURIED TERMINAL ASSEMBLY	EA	1	12
662 (47)	C44	TR-48	TRENCH CONSTRUCTION-48"	LF	60	60

ALSO SEE SHEET TC3 TASK # 38.3  
ALSO SEE SHEET TC4 TASK # 5,15,60  
12-9-97

PTI WORK ORDER # C99019

10/10/00	REV#1 COUNT CHANGES & MH DETAIL	SH/STOSH
2/18/00	WORK DESCRIPTION/ITEM NUMBERS	MJN
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

DESIGNED: G. DRAGER	FILE NAME: TC04
DRAWN: STOSH	PLOT FACTOR: 20
CHECKED: HOLLENBECK	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION: -29D39'19"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

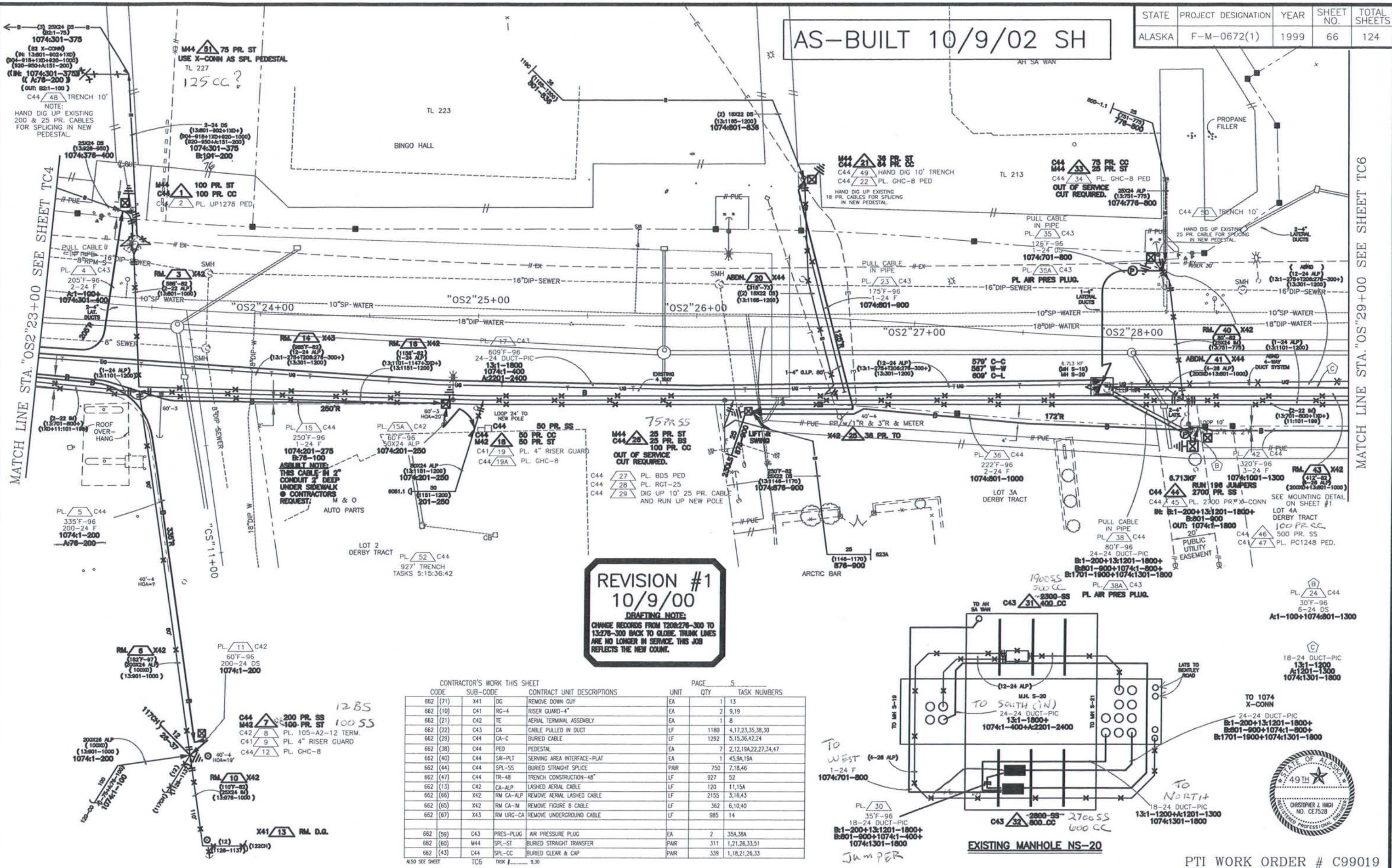
OLD STEESE HIGHWAY RECONSTRUCTION  
STA."OS2"17+00 TO STA."OS2"23+00

TC4  
TELE. CABLE



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	66	124

AS-BUILT 10/9/02 SH

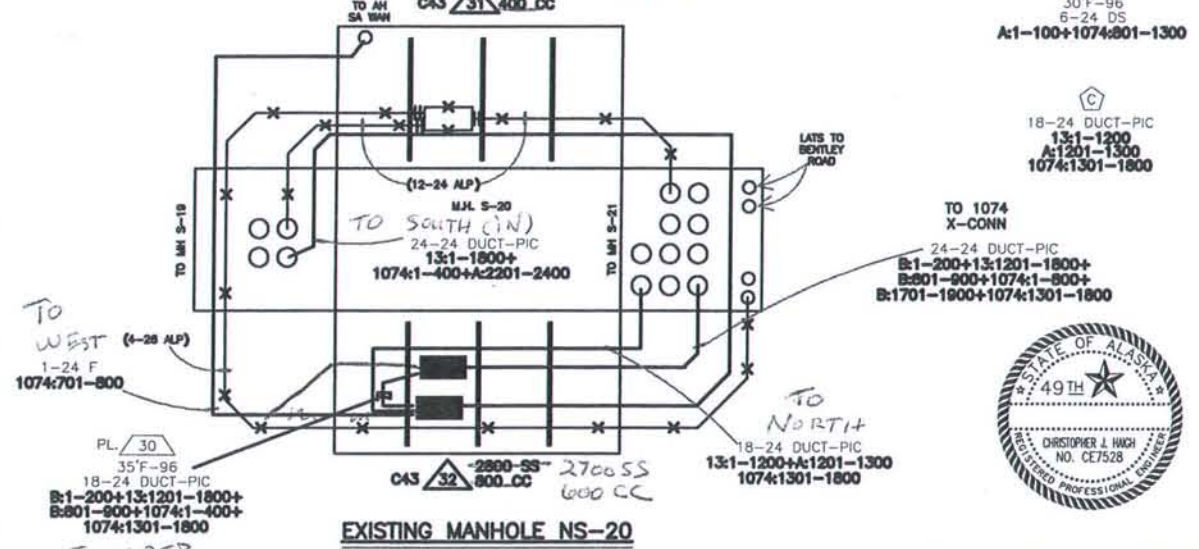


**REVISION #1**  
10/9/00  
DRAFTING NOTE:  
CHANGE RECORDS FROM 1208-276-300 TO 13276-300 BACK TO GLOBE TRUNK LINES ARE NO LONGER IN SERVICE. THIS JOB REFLECTS THE NEW COUNT.

CONTRACTOR'S WORK THIS SHEET

CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662 (71)	X41	DG	EA	1	13
662 (10)	C41	RG-4	EA	2	9,19
662 (21)	C42	TE	EA	1	8
662 (22)	C43	CA	LF	1180	4,17,23,35,38,30
662 (28)	C44	CA-C	LF	1292	5,15,36,42,24
662 (38)	C44	PED	EA	7	2,12,19A,22,27,34,47
662 (40)	C44	SA-PLT	EA	1	45,9A,19A
662 (44)	C44	SPL-SS	PAIR	750	7,18,46
662 (47)	C44	TR-48	LF	927	52
662 (13)	C42	CA-ALP	LF	120	11,15A
662 (66)	X42	RM CA-ALP	LF	2155	3,16,43
662 (65)	X42	RM CA-IM	LF	362	6,10,40
662 (67)	X43	RM URG-CA	LF	985	14
662 (59)	C43	PRES-PLUG	EA	2	35A,38A
662 (60)	M44	SPL-ST	PAIR	311	1,21,26,33,51
662 (43)	C44	SPL-CC	PAIR	339	1,8,21,26,33

ALSO SEE SHEET TC6 TASK # 9.30



PTI WORK ORDER # C99019

10/11/00	REV#1 COUNT CHANGES & REARR.	SH/STOSH
2/18/00	WORK DESCRIPTION/ITEM NUMBERS/QUANTITY	MJN
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

DESIGNED: G. DRAGER	FILE NAME: TC05
DRAWN: STOSH	PLOT FACTOR: 20
CHECKED: HOLLENBECK	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION: -32D31'05"

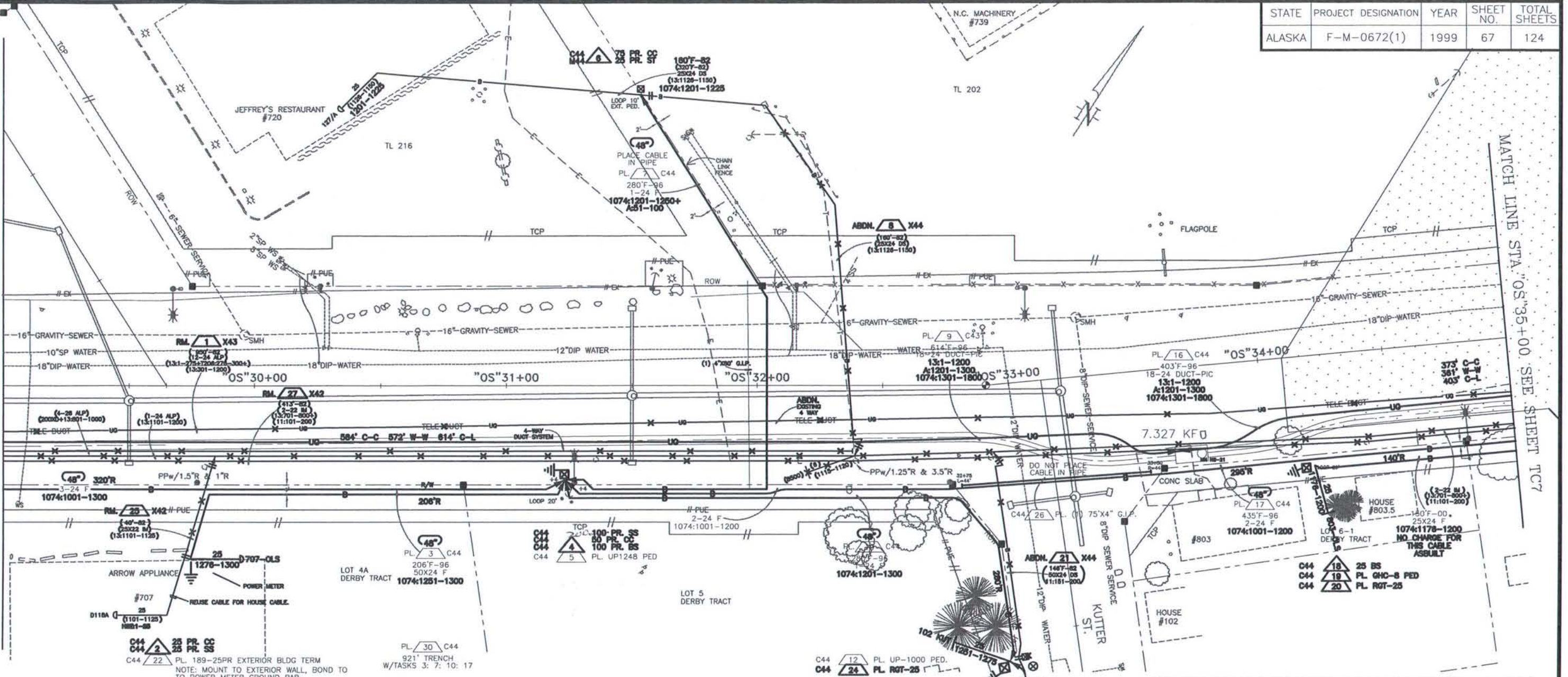
CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STA."OS2"23+00 TO STA."OS"29+00  
TC5  
TELE. CABLE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	67	124

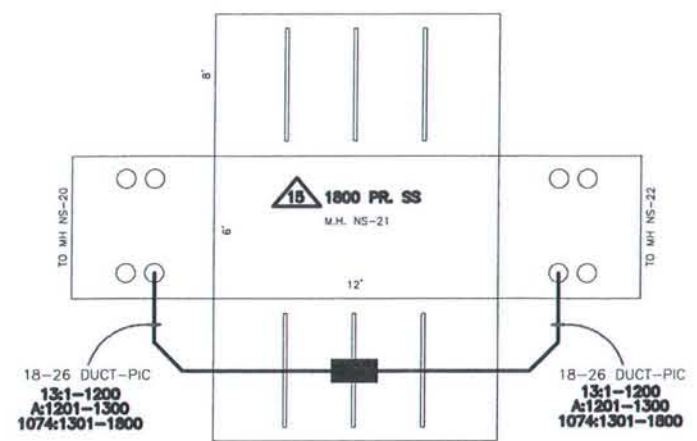
MATCH LINE STA. "OS"29+00 SEE SHEET TC5

MATCH LINE STA. "OS"35+00 SEE SHEET TC7



**AS-BUILT 10/9/02 SH**

**REVISION #1**  
**10/9/00**  
**DRAFTING NOTE:**  
 CHANGE RECORDS FROM T206:276-300 TO 13:276-300 BACK TO GLOBE. TRUNK LINES ARE NO LONGER IN SERVICE. THIS JOB REFLECTS THE NEW COUNT.



**TELEPHONE MANHOLE NS-21**

CONTRACTOR'S WORK THIS SHEET				PAGE		6	
CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS		
662	(22)	C43 CA CABLE PULLED IN DUCT SYSTEM	LF	1097	7,16,9		
662	(24)	C43 SPL-SS URG STRAIGHT SPLICE	PAIR	1800	15		
662	(29)	C44 CA-C BURIED CABLE	LF	1121	3,7,10,17		
662	(31)	C29 CO-4" BURIED CONDUIT - 4"	LF	75	26		
662	(38)	C29 PED PEDESTAL	EA	3	5,12,19		
662	(47)	C44 TR-48 TRENCH CONSTRUCTION-48"	LF	921	30		
662	(71)	X41 RM DN GUY REMOVE DOWN GUY	EA	2	23		
662	(65)	X42 RM CA-IM REMOVE FIGURE 8 CABLE	LF	453	25,27		
662	(42)	C44 SPL-BS BURIED BRIDGE SPLICE	PAIR	125	4,18		
662	(68)	C44 BLDG-TERM PL BLDG TERMINAL ASSEMBLY (EXTERIOR)	EA	1	22		
662	(67)	X43 URG-CA REMOVE UNDERGROUND CABLE	LF	950	1		
662	(60)	M44 SPL-ST BURIED STRAIGHT TRANSFER	PAIR	125	6,13		
662	(43)	C44 SPL-CC BURIED CLEAR & CAP	PAIR	175	2,4,6,13		
662	(44)	C44 SPL-SS BURIED STRAIGHT SPLICE	PAIR	125	2,4		
662	(45)	C44 BU-TERM BURIED TERMINAL ASSEMBLY	EA	2	20,24		

ALSO SEE SHEET TC5 TASK # 42.60

PTI WORK ORDER # C99019

10/11/00	REV#1 COUNT CHANGES	SH/STOSH
2/18/00	DELETED 662(42)	MJN
10/99	WORK DLEIGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

DESIGNED: G. DRAGER  
 DRAWN: STOSH  
 CHECKED: HOLLENBECK  
 DATE: FEB. 7, 2000

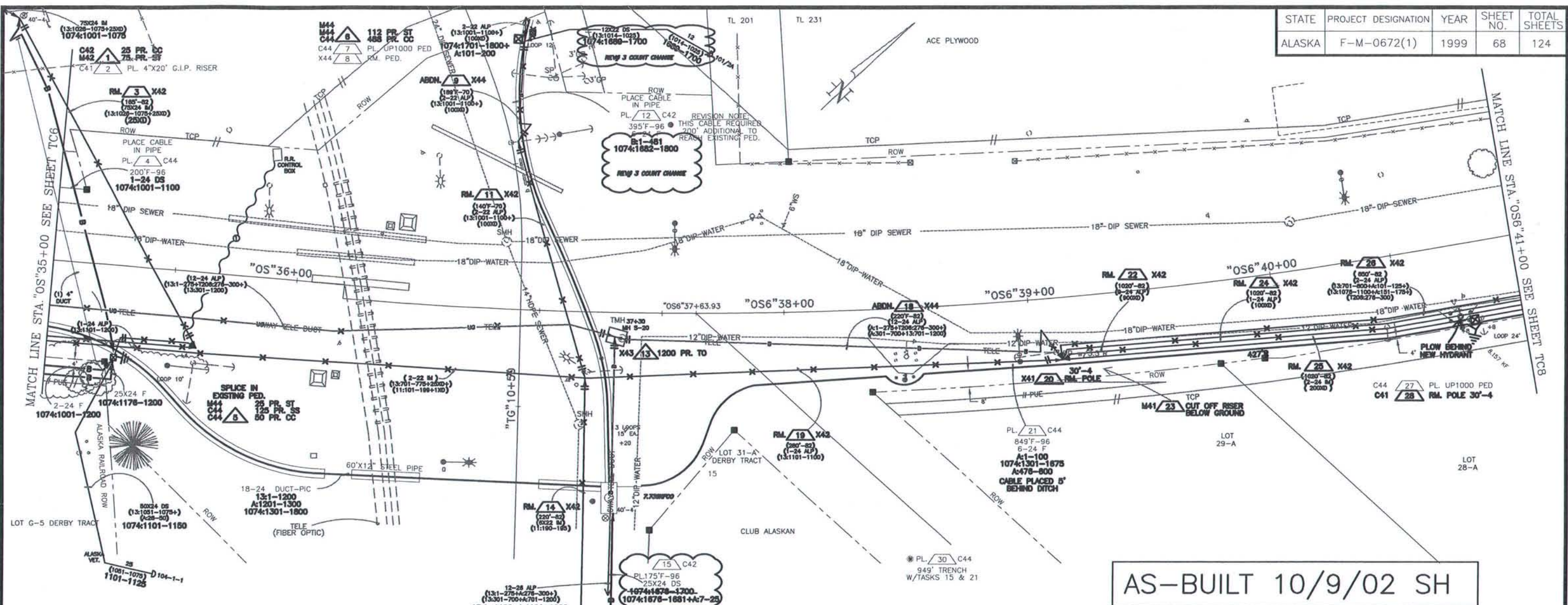
FILE NAME: TC06  
 PLOT FACTOR: 20  
 FILE NUMBER:  
 SHEET ROTATION: -32D31'05"

**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

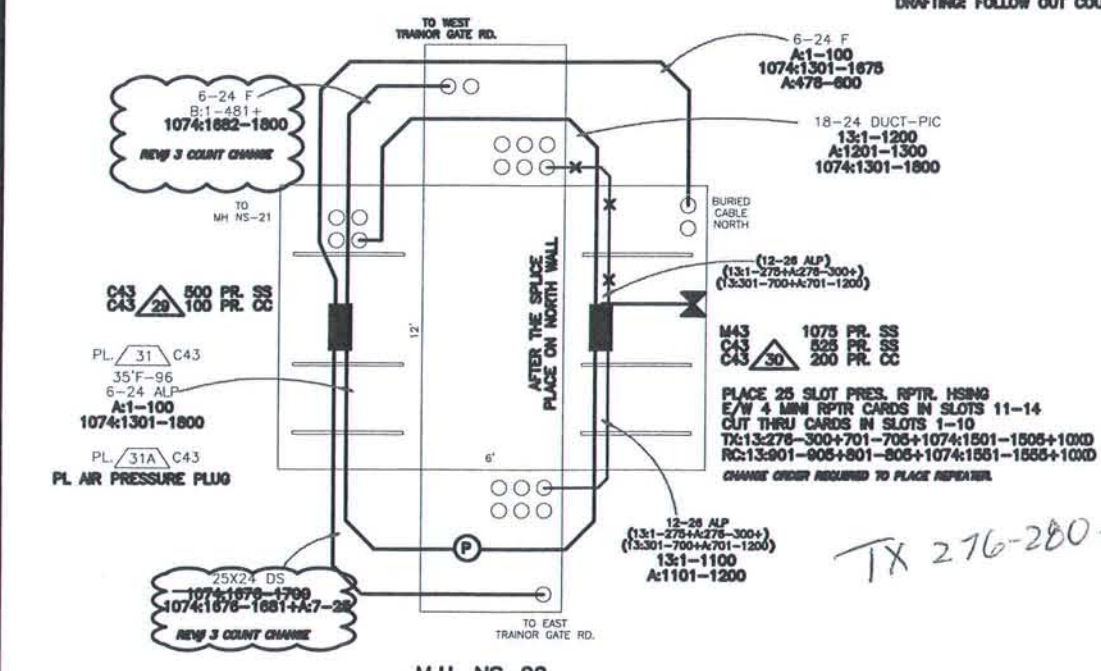
**OLD STEESE HIGHWAY RECONSTRUCTION**  
 STA."OS"29+00 TO STA."OS"35+00

**TC6**  
 TELE. CABLE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	68	124



**AS-BUILT 10/9/02 SH**



**REVISION #1**  
**10/9/00**  
 DRAFTING NOTE:  
 CHANGE RECORDS FROM T208276-300 TO 13:276-300 BACK TO GLOBE. TRUNK LINES ARE NO LONGER IN SERVICE. THIS JOB REFLECTS THE NEW COUNT.



CONTRACTOR'S WORK THIS SHEET				PAGE	7
CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662 (10)	C27	RG-4 RISER GUARD-4"	EA	2	2,17
662 (22)	C43	CA CABLE PULLED IN DUCT SYSTEM	LF	440	4,12,31
662 (29)	C44	CA-C BURIED CABLE	LF	949	15,21
662 (38)	C29	PED PEDESTAL	EA	2	7,27
662 (47)	C44	TR-48 TRENCH CONSTRUCTION-48"	LF	949	30
662 (19)	C42	SPL-CC AERIAL CLEAR & CAP	PAIR	94	1,17
662 (24)	C43	SPL-SS UNDERGROUND STRAIGHT SPLICE	PAIR	1125	29,30
662 (26)	C43	SPL-CC UNDERGROUND CLEAR & CAP	PAIR	300	29,30
662 (44)	C44	SPL-SS BURIED STRAIGHT SPLICE	PAIR	125	5
662 (43)	C44	SPL-CC BURIED CLEAR & CAP	PAIR	550	6,5
662 (61)	M42	SPL-ST AERIAL STRAIGHT TRANSFER	PAIR	81	16,1
662 (62)	M43	SPL-ST UNDERGROUND STRAIGHT TRANSFER	PAIR	1075	30
662 (60)	M44	SPL-ST BURIED STRAIGHT TRANSFER	PAIR	125	5,6
662 (63)	X41	POLE REMOVE POLE	EA	2	20,28
662 (66)	X42	CA-ALP REMOVE LASHED CABLE	LF	3110	11,19,22,24,26
662 (65)	X42	CA-IM REMOVE AERIAL FIGURE EIGHT CABLE	LF	1255	13,14,25
662 (57)	X44	PED REMOVE PEDESTAL	EA	1	8
662 (59)	C43	PRES-PLUG AIR PRESSURE PLUG	EA	1	31A

ALSO SEE SHEET TC6 TASK # 17,30

3/16/01	REV#3 COUNT CHANGES MH TO ACE	SH
10/11/00	REV#1 COUNT CHANGES & RPTR	SH/STOSH
2/18/00	CHANGE ITEM NUMBERS	MUN
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

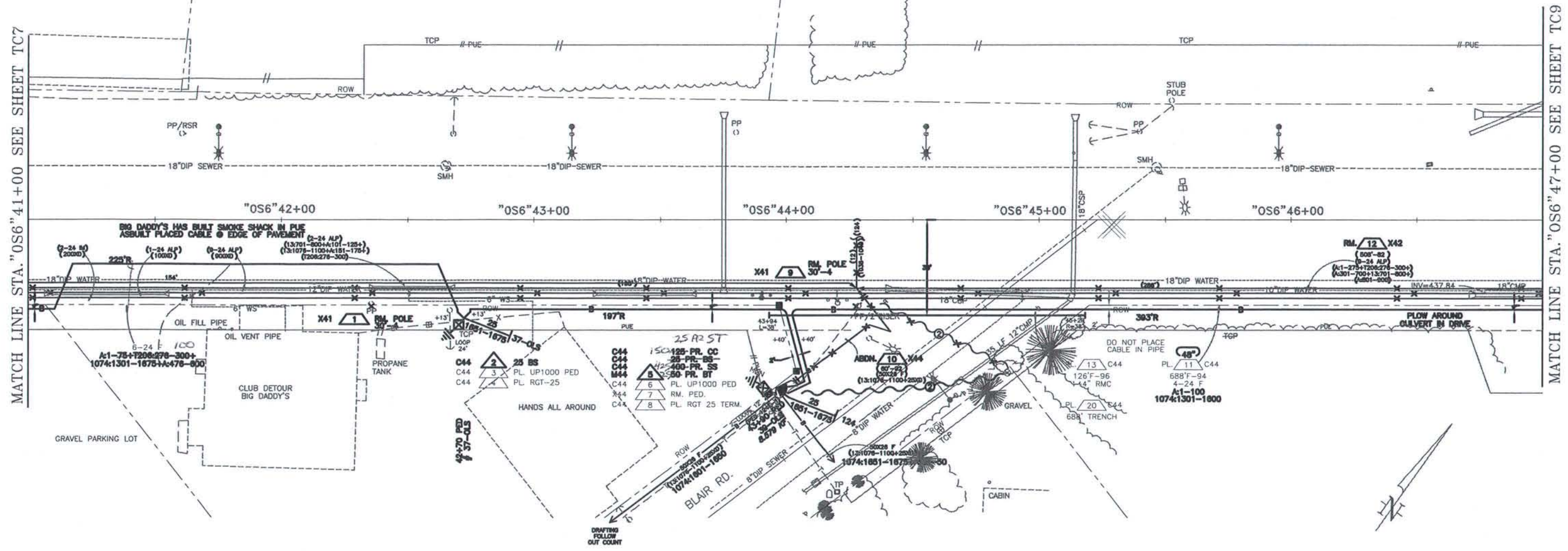
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DRAWN: STOSH	PLOT FACTOR: 20
CHECKED: HOLLENBECK	FILE NUMBER:
DATE: JAN. 2000	SHEET ROTATION: -42D30'04"

**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
 STA."OS"35+00 TO STA."OS6"41+00

TC7  
 TELE. CABLE

PTI WORK ORDER # C99019



AS-BUILT 10/9/02 SH

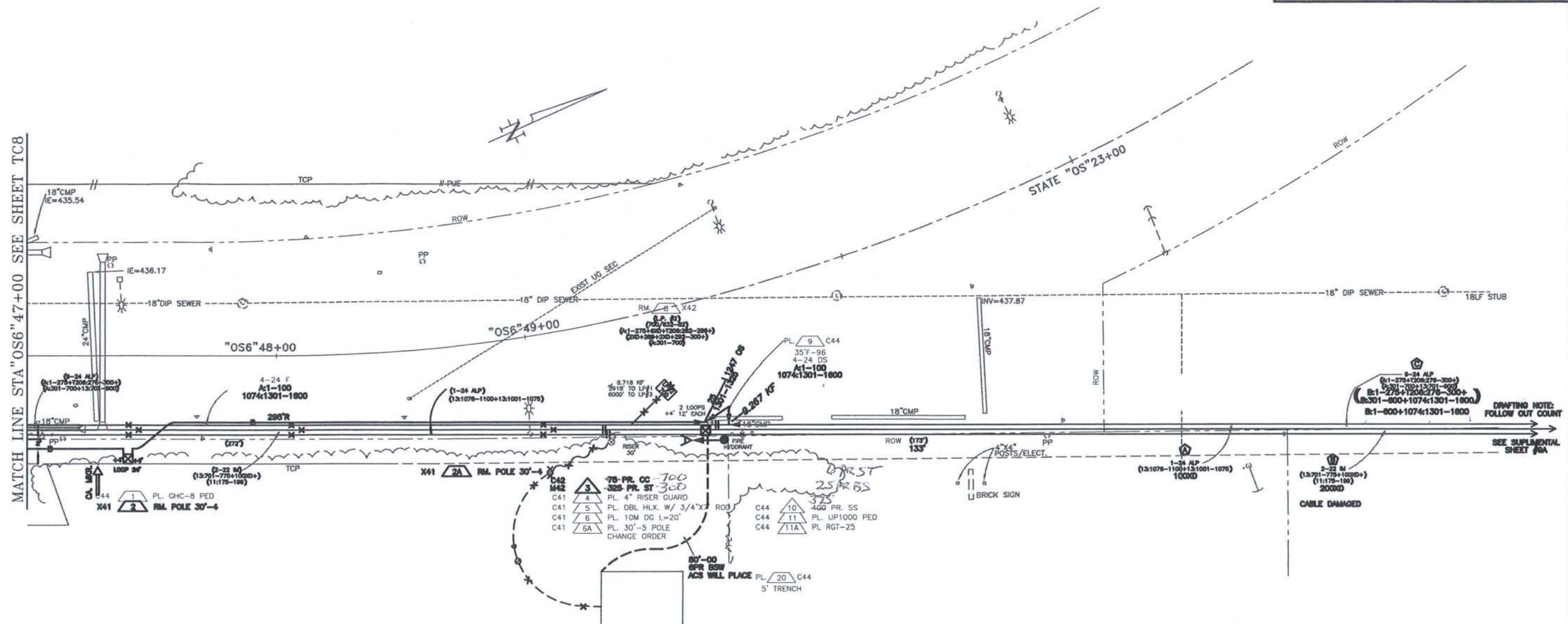
**REVISION #1**  
**10/9/00**  
 DRAFTING NOTE:  
 CHANGE RECORDS FROM T208:276-300 TO  
 13:276-300 BACK TO GLOBE. TRUNK LINES  
 ARE NO LONGER IN SERVICE. THIS JOB  
 REFLECTS THE NEW COUNT.



CONTRACTOR'S WORK THIS SHEET				PAGE 8		
CODE	SUB-CODE		CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662 (29)	C44	CA-C	BURIED CABLE	LF	688	11
662 (31)	C29	CO-4"	BURIED CONDUIT - 4"	LF	126	13
662 (38)	C29	PED	PEDESTAL	EA	2	3,6
662 (42)	C44	SPL-BS	BURIED BRIDGE SPLICE	PAIR	50	2,5
662 (43)	C44	SPL-CC	BURIED CLEAR & CAP	PAIR	125	5
662 (44)	C44	SPL-SS	BURIED STRAIGHT SPLICE	PAIR	400	5
662 (45)	C44	TE	BURIED TERMINAL ASSEMBLY	EA	2	4,8
662 (47)	C44	TR-48	TRENCH CONSTRUCTION-48"	LF	688	20
662 (63)	X41	POLE	REMOVE POLE	EA	2	1,9
662 (66)	X42	CA-ALP	REMOVE AERIAL LASHED CABLE	LF	508	12
662 (57)	X44	PED	REMOVE PEDESTAL	EA	1	7
662 (60)	M44	SPL-ST	BURIED STRAIGHT TRANSFER	PAIR	50	5

ALSO SEE SHEET TC7 TASK # 30,21

PTI WORK ORDER # C99019



MATCH LINE STA "OS6" 47+00 SEE SHEET TC8

DRAFTING NOTE:  
FOLLOW OUT COUNT  
SEE SUPPLEMENTAL SHEET #8A

- C42 M42 3 75-PR. CC-700
- C41 4 PL. 4" RISER GUARD
- C41 5 PL. DBL HLX. W/ 3/4" X
- C41 6 PL. 10M DG L=20'
- C41 6A PL. 30'-5 POLE CHANGE ORDER
- C44 10 400 PR. SS
- C44 11 PL. UP1000 PED
- C44 11A PL. RGT-25
- PL. 20 C44 5' TRENCH

CONTRACTOR'S WORK THIS SHEET				PAGE 9	
CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662 (4)	C41	GW	EA	1	6
662 (6)	C41	PO-AN	EA	1	5
662 (10)	C41	RG-4	EA	1	4
662 (19)	C42	SPL-CC	PAIR	75	3
662 (29)	C44	CA-C	LF	82	9
662 (38)	C29	PED	EA	2	1,11
662 (44)	C44	SPL-SS	PAIR	400	10
662 (47)	C44	TR-48	LF	5	20
662 (61)	M42	SPL-ST	PAIR	300	3
662 (63)	X41	POLE	EA	1	2
662 (58)	X42	LC-LG	EA	1	8
662					

ALSO SEE SHEET TC8 TASK # 11,20

**REVISION #1**  
10/9/00  
DRAFTING NOTE:  
CHANGE RECORDS FROM 1208-276-300 TO 13276-300 BACK TO GLOBE. TRUNK LINES ARE NO LONGER IN SERVICE. THIS JOB REFLECTS THE NEW COUNT.



**AS-BUILT 10/9/02 SH**

PTI WORK ORDER # C99019

10/11/00	REV#1 COUNT CHANGES & ADD POLE	SH/STOSH
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

DESIGNED: G. DRAGER	FILE NAME: TC09
DRAWN: STOSH	PLOT FACTOR: 20
CHECKED: HOLLENBECK	FILE NUMBER:
DATE: JAN. 2000	SHEET ROTATION: -52D19'00"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STA."OS6"47+00 TO END OF PROJECT

TC9  
TELE. CABLE



GENERAL NOTES FOR TELECOMMUNICATION PLAN SHEETS TC1-TC9:

- Contractor shall supply labor, tools, equipment, non-telephone specialty materials and supervision to install a complete telephone cable system in conjunction with the Old Steese Highway Relocation project. The Telephone Utility will provide all necessary telephone specialty materials as detailed in the Standard Detail Drawings. All tasks shall be performed as detailed in these Plans, the Specifications and the Standard Detail Drawings for Construction, City of Fairbanks MUS and PTI Telecommunications Department. All tasks shall be performed as detailed in these plan sheets, Specifications Section 662 and the Standard Detail Drawings for Construction (Drawings). Contractor shall not deviate from plans without prior written approval by PTI Telecommunications Engineering. The Contractor shall bear the costs for additional materials and labor required by Contractor's deviations from the plans.
- The sequence of construction has not been determined completely to allow for road construction scheduling. The duct system will have to be installed first to provide for the placement of feeder cables and to avoid conflicts with the placement of buried distribution cables. PTI will provide the cable splicing cut sheets but require 3 weeks notice to prepare. The contractor shall submit construction sequence for approval with PTI engineering to allow for any redesign that may be required for temporary completion of any stage of this job.
- The Contractor shall be responsible for coordinating with the customer all out of service cuts that are required to reconnect the existing service lines to the new facilities.
- There are special circuits within existing cable. Locate and protect during construction. The Contractor shall be responsible for all damages caused by his/her activities. Contractor shall hand dig when within 2' of any existing buried cable. The Contractor shall be responsible for telephone locates and should call for locates of other buried utilities. Cut cables requiring emergency repair will be charged to the contractor at a flat rate of \$600.00 per hour. This charge is to avoid any unnecessary cable cuts for contractor convenience.
- The Contractor shall restore surfaces effected by his/her activities to preconstruction quality. This cost shall be incidental to other bid items.
- The Engineer will stake installation locations for cables, pedestals and cross connect boxes after the Contractor has located and staked easements and property lines. The Contractor shall notify the Engineer if these locations conflict with other utilities and if so the Engineer will restake such conflicting locations. Contractor shall contact Engineering at least 48 hours (Monday through Friday) before staking is required.
- Back-fill requirements for trenches are detailed on Detail Drawing sheets F-33-a, b & c. Non-paved sides of paved roads require gravel back-fill within three feet of the pavement.
- Minimum burial depth for cable shall be 48".
- Full size 24"x36" color copies of this job can be provided to contractor by request to PTI engineering.

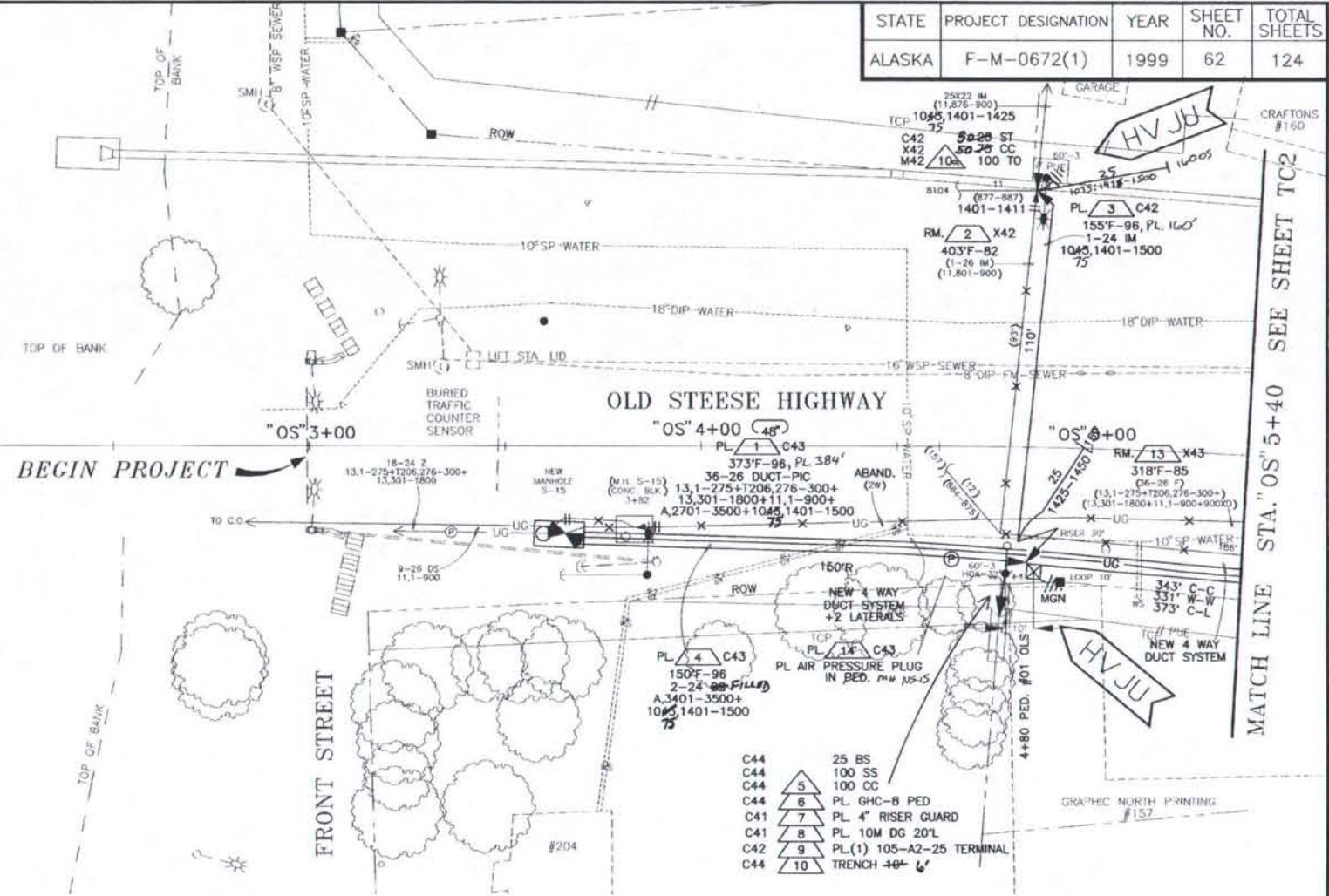
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	62	124

WENDELL STREET BRIDGE  
"OS" 1+00 "OS" 2+00

BEGIN PROJECT

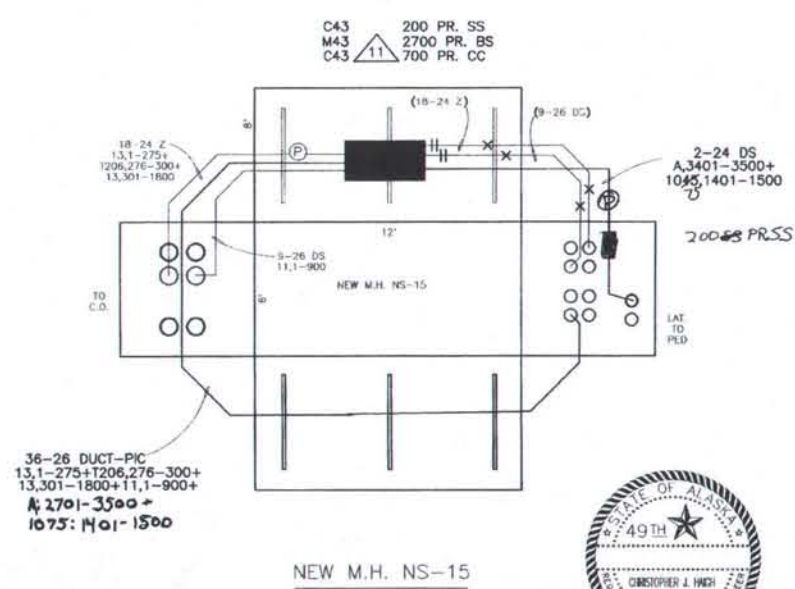
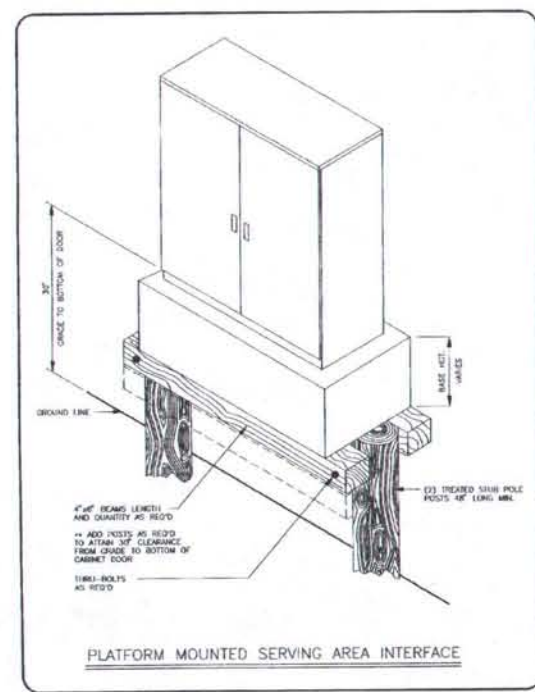
OLD STEESE HIGHWAY  
"OS" 4+00 (48")

MATCH LINE STA. "OS" 5+40 SEE SHEET TC2



SPECIAL LEGEND, TC SHEETS ONLY

C44	25 BS
C44	100 SS
C44	100 CC
C44	5 PL. GHC-8 PED
C41	7 PL. 4" RISER GUARD
C41	8 PL. 10M DG 20'L
C42	9 PL(1) 105-A2-25 TERMINAL
C44	10 TRENCH 48" x 6"



CONTRACTOR'S WORK THIS SHEET				PAGE	1
CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT QTY	TASK NUMBERS	
662	4 C41	GW PLACE DOWN GUY	EA	1	8
662	10 C41	RG-4 RISER GUARD-4"	EA	1	7
662	14 C42	CA-IM FIGURE EIGHT CABLE	LF	160	153 3
662	21 C42	TE AERIAL TERMINAL ASSEMBLY	EA	29	9, 10a
662	22 C43	CA UNDERGROUND CABLE	LF	534	523 1, 4
662	38 C29	PED PEDESTAL	EA	1	6
662	42 C44	SPL-BS BURIED BRIDGE SPLICE	PAIR	25	75 25 5, 10a
662	43 C44	SPL-CC BURIED CLEAR & CAP	PAIR	100	5
662	44 C44	SPL-SS BURIED STRAIGHT SPLICE	PAIR	100	5
662	47 C44	TR-48 TRENCH CONSTRUCTION-48"	LF	6	10 10
662	64 M43	SPL-BS UNDERGROUND BRIDGED TRANSFER	PAIR	2700	11
662	24 C43	SPL-SS UNDERGROUND STRAIGHT SPLICE	PAIR	400	200 11
662	65 X42	CA-IM REMOVE FIGURE 8 CABLE	LF	403'	2
662	67 X43	CA-URG REMOVE UNDERGROUND CABLE	LF	318'	13
662	26 C43	SPL-CC UNDERGROUND CLEAR & CAP	PAIR	700	11
662	59 C43	PRES PLUG AIR PRESSURE PLUG	EA	1	14



AS-BUILT PLANS

INITIALS *ML* DATE *03/20/00*

PTI WORK ORDER # C99019

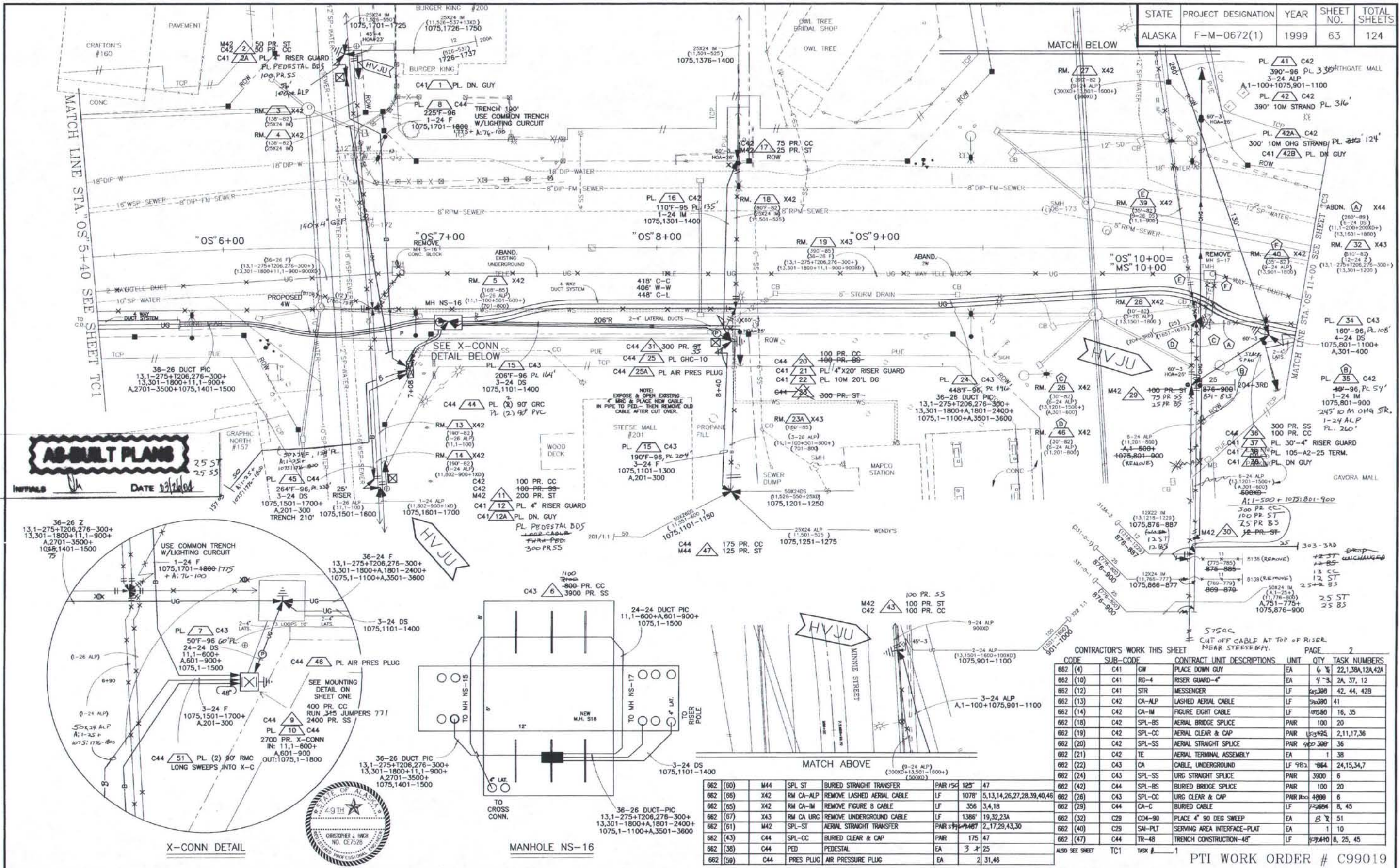
CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STA. "OS" 3+00 TO STA. "OS" 5+40

TC1  
TEL. CABL

DATE	REVISION	BY
2/18/00	WORK DESCRIPTION	MJN
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)

DESIGNED: G. DRAGER	FILE NAME: TC01
DRAWN: STOSH	PLOT FACTOR: 20
CHECKED: G. DRAGER	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION: -52D19"00"

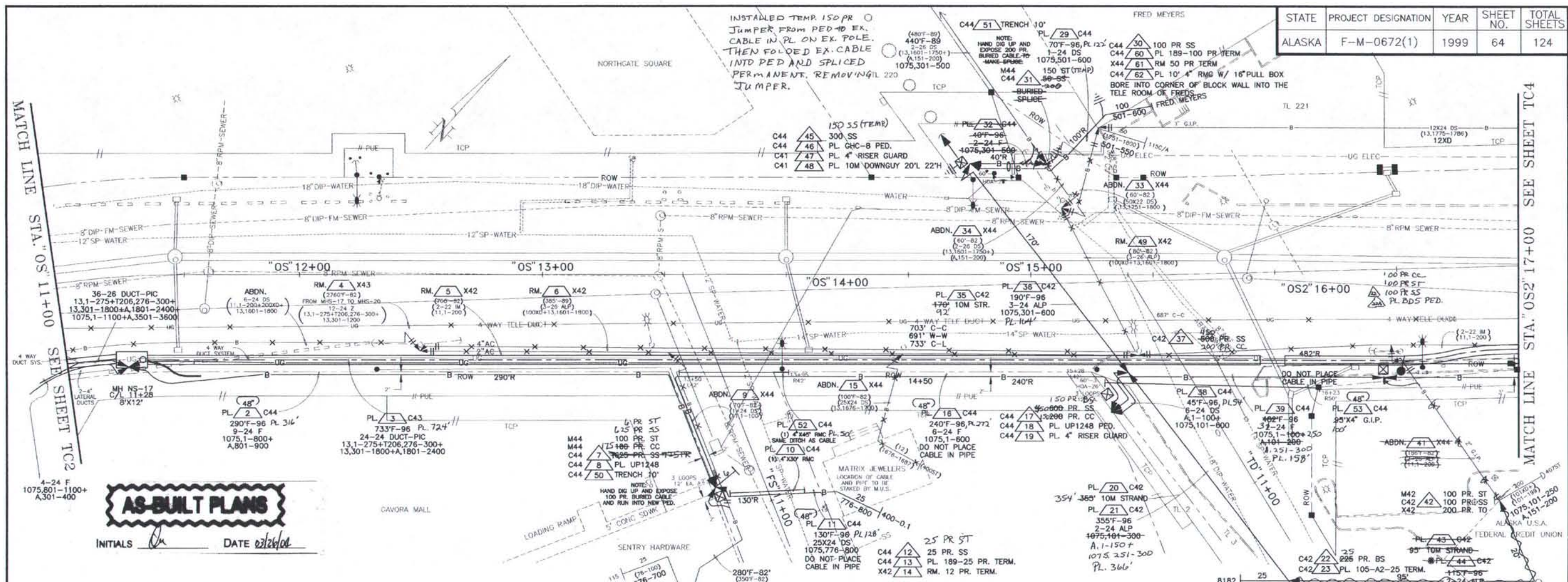


CONTRACTOR'S WORK THIS SHEET	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662 (4) C41 GW	PLACE DOWN GUY	EA	6 1/2	22,138A,12A,42A
662 (10) C41 RG-4	RISER GUARD-4"	EA	4 3/4	2A, 37, 12
662 (12) C41 STR	MESSANGER	LF	45,300	42, 44, 42B
662 (13) C42 CA-ALP	LASHED AERIAL CABLE	LF	30,390	41
662 (14) C42 CA-IM	FIGURE EIGHT CABLE	LF	10,580	16, 35
662 (18) C42 SPL-BS	AERIAL BRIDGE SPLICE	PAIR	100	20
662 (19) C42 SPL-CC	AERIAL CLEAR & CAP	PAIR	10,425	2,11,17,36
662 (20) C42 SPL-SS	AERIAL STRAIGHT SPLICE	PAIR	40,300	36
662 (21) C42 TE	AERIAL TERMINAL ASSEMBLY	EA	1	38
662 (22) C43 CA	CABLE, UNDERGROUND	LF	983	86A, 24,15,34,7
662 (24) C43 SPL-SS	URG STRAIGHT SPLICE	PAIR	3900	6
662 (42) C44 SPL-BS	BURIED BRIDGE SPLICE	PAIR	100	20
662 (26) C43 SPL-CC	URG CLEAR & CAP	PAIR	1000	6
662 (29) C44 CA-C	BURIED CABLE	LF	2,2694	8, 45
662 (32) C29 COA-90	PLACE 4" 90 DEG SWEEP	EA	3 1/2	51
662 (40) C29 SA-PLT	SERVING AREA INTERFACE-PLAT	EA	1	10
662 (47) C44 TR-48	TRENCH CONSTRUCTION-48"	LF	4,940	8, 25, 45

2/18/00	WORK DESCRIPTION	MAJN
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

DESIGNED: G. DRAGER	FILE NAME: TC02
DRAWN: STOSH	PLOT FACTOR: 20
CHECKED: SGH	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION:

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	64	124



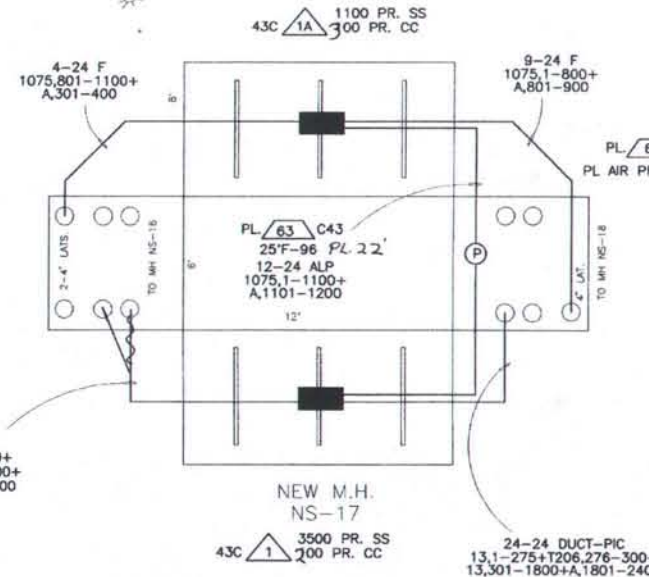
**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *02/26/04*

CONTRACTOR'S WORK THIS SHEET

CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662 (4)	C41	GW	PLACE DOWN GUY	3	24,48
662 (10)	C41	RG-4	RISER GUARD-4"	EA	2 19, 47
662 (12)	C42	STR	MESSENGER	LF	446 620 35,20,43
662 (13)	C42	CA-ALP	LASHED AERIAL CABLE	LF	530 660 32,21,44
662 (18)	C42	SPL-BS	AERIAL BRIDGE SPLICE	PAIR	50 225 22
662 (24)	C43	SPL-SS	UNDERGROUND STRAIGHT SPLICE	PAIR	4600 1,1A
662 (20)	C42	SPL-SS	AERIAL STRAIGHT SPLICE	PAIR	475 600 37
662 (21)	C42	TE	AERIAL TERMINAL ASSEMBLY	EA	1 23
662 (22)	C43	CA	CABLE PULLED IN DUCT	LF	758 3,63
662 (29)	C44	CA-C	BURIED CABLE	LF	1050 1347 2,51,50,11,16,29,32,38,39
662 (31)	C29	CO-4"	BURIED CONDUIT - 4"	LF	180 52,53,10,62
662 (38)	C44	PED	PEDESTAL	EA	4 3 8,18,46
662 (43)	C44	SPL-CC	BURIED CLEAR & CAP	PAIR	275 288 7,26,28
662 (44)	C44	SPL-SS	BURIED STRAIGHT SPLICE	PAIR	1750 1825 7,17,45,30
662 (47)	C44	TR-48	TRENCH CONSTRUCTION-48"	LF	1044 1347 2,51,50,11,16,29,32,38,39
662 (68)	C44	BLDG TERM	PL BUILDING TERMINAL ASSEMBLY	EA	2 13,60
662 (65)	X42	RM CA-IM	REMOVE FIGURE 8 CABLE	LF	708 5
662 (66)	X42	RM CA-ALP	REMOVE LASHED AERIAL CABLE	LF	465 6,49
662 (67)	X43	RM URG-CA	REMOVE UNDERGROUND CABLE	LF	2760 4
662 (60)	M44	SPL-ST	BURIED STRAIGHT TRANSFER	PAIR	381 490 7,31,42,54
662 (26)	C43	SPL-CC	UNDERGROUND CLEAR & CAP	PAIR	500 288 1,1A
662 (70)	X44	BLDG TERM	REMOVE BUILDING TERMINAL	EA	2 61,14 (1 REMOVED BY ACS)

ALSO SEE SHEET TC2



BUSINESS CONTACTS:  
 AK USA FED CREDIT UNION- DRENNIA SWEET 452-8123  
 GAVORA MALL MANAGEMENT 452-6422  
 FRED MEYERS- GENE LUNNEY 459-4200



PTI WORK ORDER # C99019

DATE	REVISION	BY
2/18/00	WORK DESCRIPTION/ITEM NUMBER	MJN
10/99	WORK DELEGATION AND SUMMARY TABLE	SGH (PTI)

DESIGNED: G. DRAGER	FILE NAME: TC03
DRAWN: STOSH	PLOT FACTOR: 20
CHECKEDSGH	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION:

CITY OF FAIRBANKS, ALASKA  
 ENGINEERING DEPARTMENT

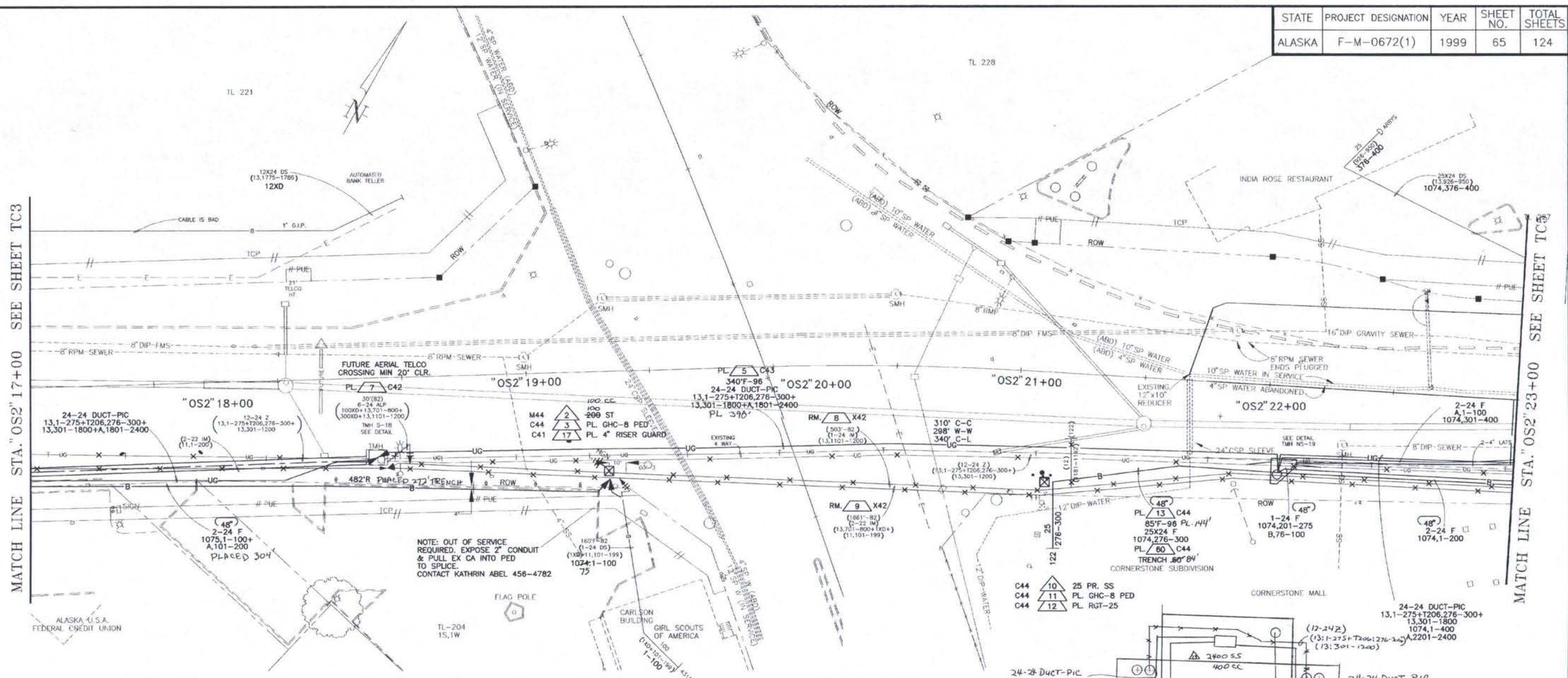
OLD STEESE HIGHWAY RECONSTRUCTION  
 STA."OS" 11+00 TO STA."OS" 17+00

TC3  
 TELE. CABLE

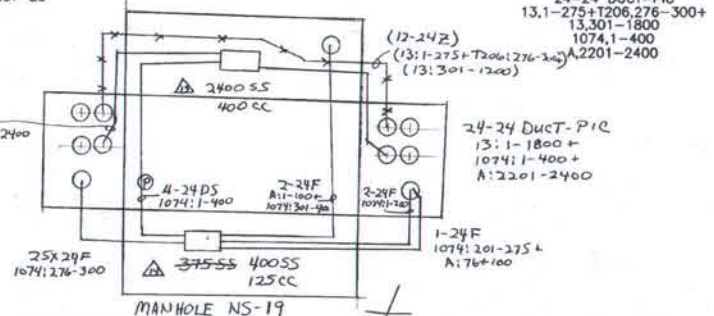
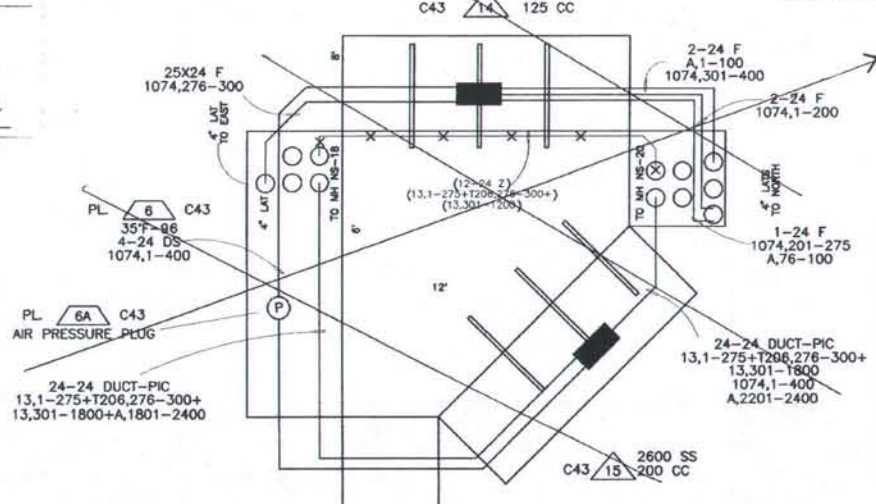
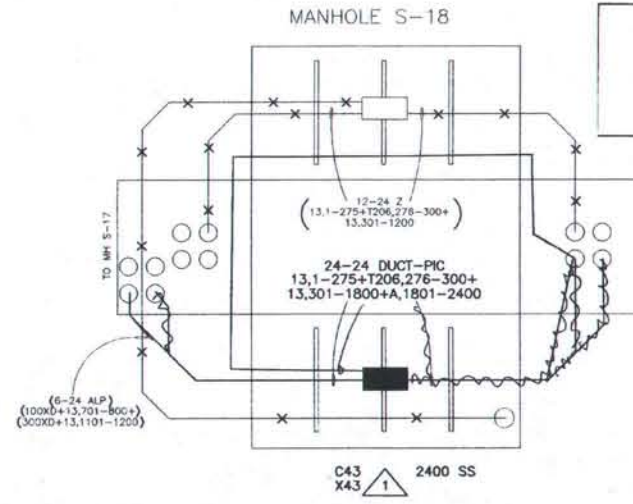
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	65	124

MATCH LINE STA. OS2 17+00 SEE SHEET TC3

MATCH LINE STA. OS2 23+00 SEE SHEET TC5



**AS-BUILT PLANS**  
 INITIALS *JA* DATE 03/26/04



CONTRACTOR'S WORK THIS SHEET

CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662 (59)	C43	PRES-PLUG AIR PRESSURE PLUG	EA	1	6A
662 (60)	M44	SPL-ST BURIED STRAIGHT TRANSFER	PAIR	100	2
662 (65)	M42	CA-IM REMOVE FIGURE EIGHT CABLE	LF	2394	7,8,9
662 (22)	C43	CA CABLE PULLED IN DUCT	LF	424	375, 5,6
662 (24)	C43	SPL-SS URG STRAIGHT SPLICE	PAIR	5200	5499, 1,14,15
662 (26)	C43	SPL-CC URG CLEAR & CAP	PAIR	525	380, 14,15
662 (29)	C44	CA-C BURIED CABLE	LF	448	85, 13
662 (38)	C44	PED PEDESTAL	EA	2	3,11
662 (44)	C44	SPL-SS BURIED STRAIGHT SPLICE	PAIR	25	428, 10,2
662 (45)	C44	TE BURIED TERMINAL ASSEMBLY	EA	1	12
662 (47)	TR-48	TRENCH CONSTRUCTION-48"	LF	356	66, 60



2/18/00	WORK DESCRIPTION/ITEM NUMBERS	MJN
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

DESIGNED: G. DRAGER	FILE NAME: TC04
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DATE: FEB. 7, 2000	SHEET ROTATION: -29D39'19"

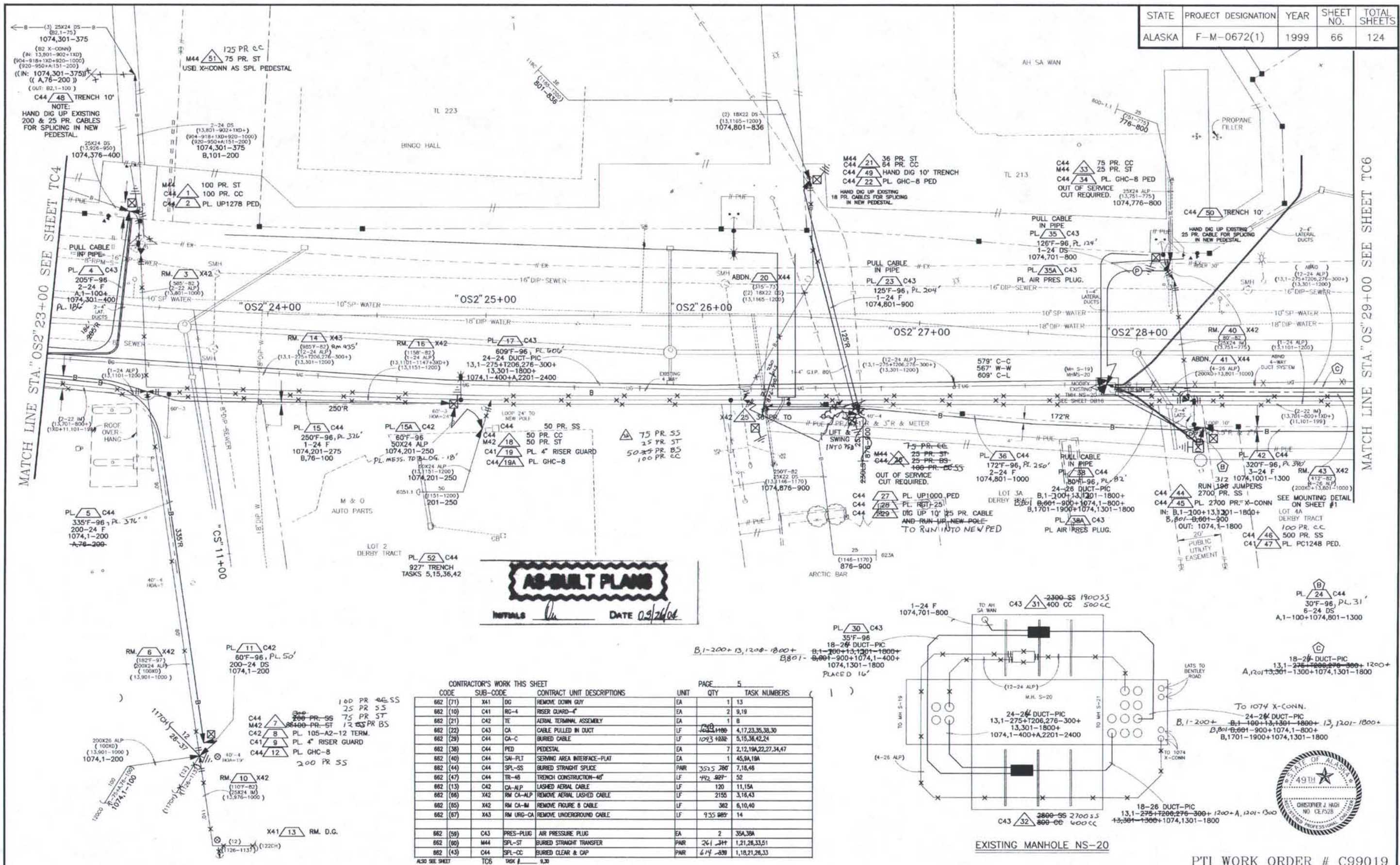
CITY OF FAIRBANKS, ALASKA  
 ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
 STA. OS2 17+00 TO STA. OS2 23+00

TC4  
 TELE. CABLE

PTI WORK ORDER # C99019

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	66	124



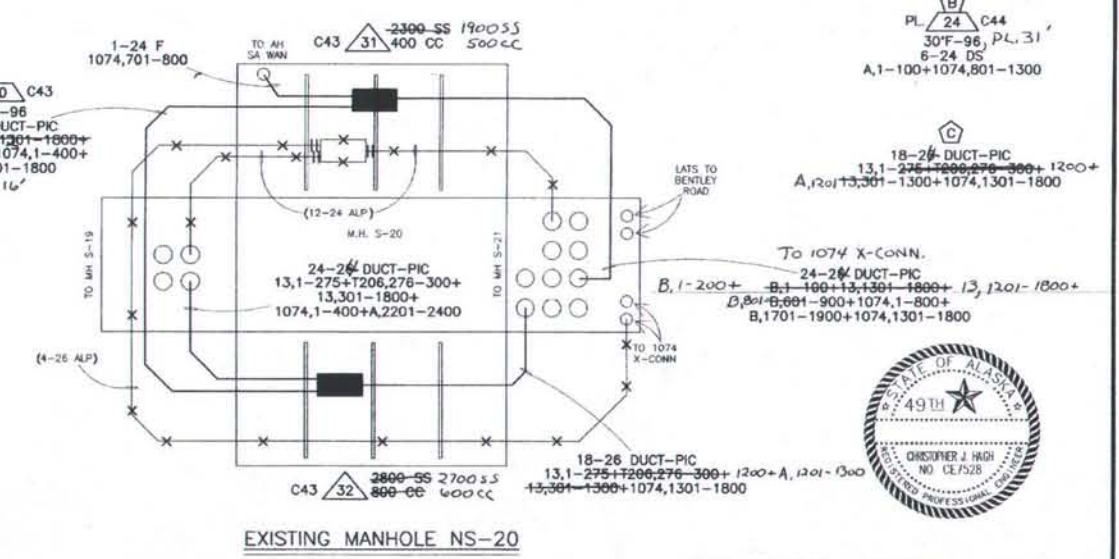
**AS-BUILT PLANS**

INITIALS *[Signature]* DATE 02/26/04

CONTRACTOR'S WORK THIS SHEET

CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662 (71)	X41	OG REMOVE DOWN GUY	EA	1	13
662 (10)	C41	RG-4 RISER GUARD-4"	EA	2	9,19
662 (21)	C42	TE AERIAL TERMINAL ASSEMBLY	EA	1	8
662 (22)	C43	CA CABLE PULLED IN DUCT	LF	4,233,118	4,17,23,35,38,30
662 (29)	C44	CA-C BURIED CABLE	LF	1023	4682 5,15,36,42,24
662 (38)	C44	PED PEDESTAL	EA	7	2,12,19A,22,27,34,47
662 (40)	C44	SA-PLT SERVING AREA INTERFACE-PLAT	EA	1	45,9A,19A
662 (44)	C44	SPL-SS BURIED STRAIGHT SPLICE	PNR	3525	280 7,18,48
662 (47)	C44	TR-48 TRENCH CONSTRUCTION-48"	LF	442	897 52
662 (13)	C42	CA-ALP LASHED AERIAL CABLE	LF	120	11,15A
662 (68)	X42	RM CA-ALP REMOVE AERIAL LASHED CABLE	LF	2158	3,16,43
662 (65)	X42	RM CA-M REMOVE FIGURE 8 CABLE	LF	362	6,10,40
662 (67)	X43	RM URG-CA REMOVE UNDERGROUND CABLE	LF	935	885 14
662 (59)	C43	PRES-PLUG AIR PRESSURE PLUG	EA	2	35A,38A
662 (60)	M44	SPL-ST BURIED STRAIGHT TRANSFER	PNR	261	344 1,21,28,33,51
662 (43)	C44	SPL-CC BURIED CLEAR & CAP	PNR	644	430 1,18,21,26,33

ALSO SEE SHEET TC6



2/18/00	WORK DESCRIPTION/ITEM NUMBERS/QUANTITY	MJN
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

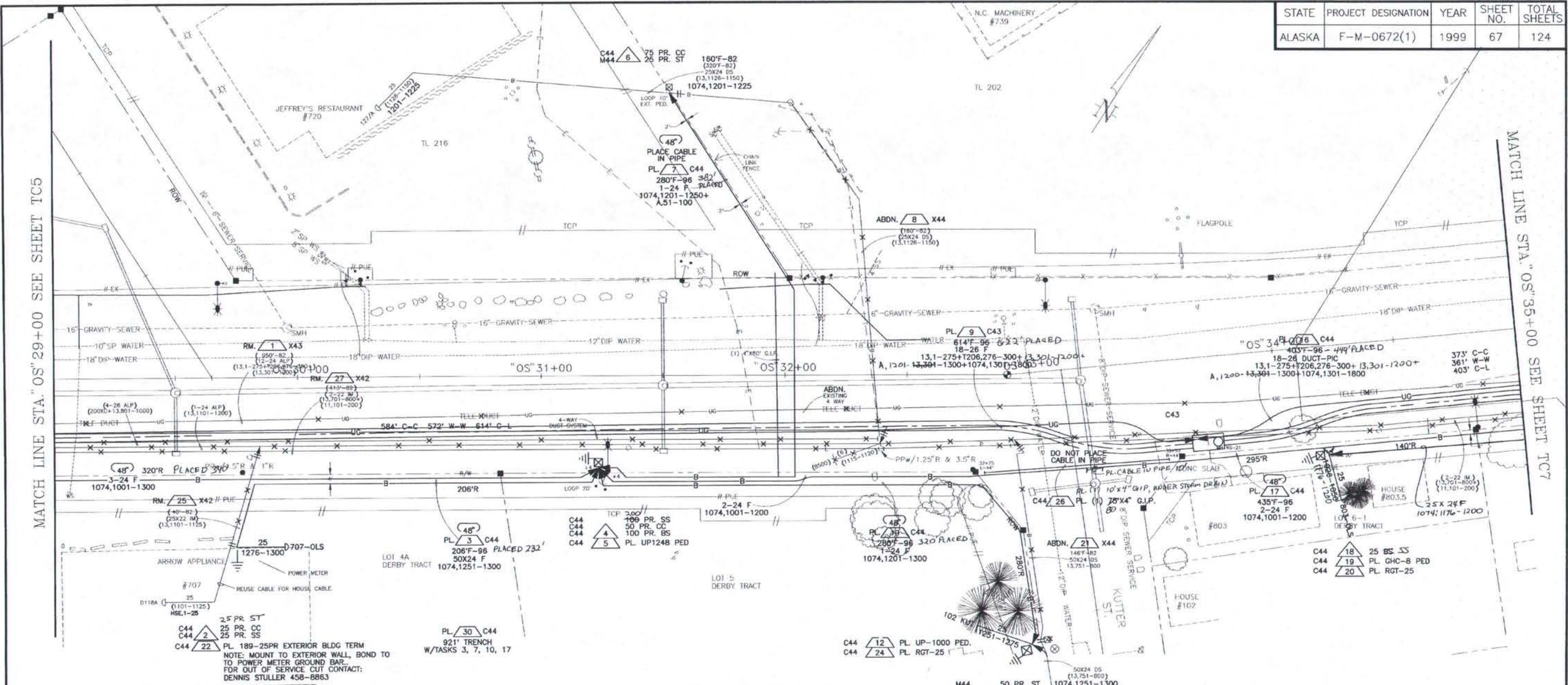
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CHECKED: HOLLENBECK	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION: -32031°05'

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STA." OS2" 23+00 TO STA." OS2" 29+00  
P/TI WORK ORDER # C99019

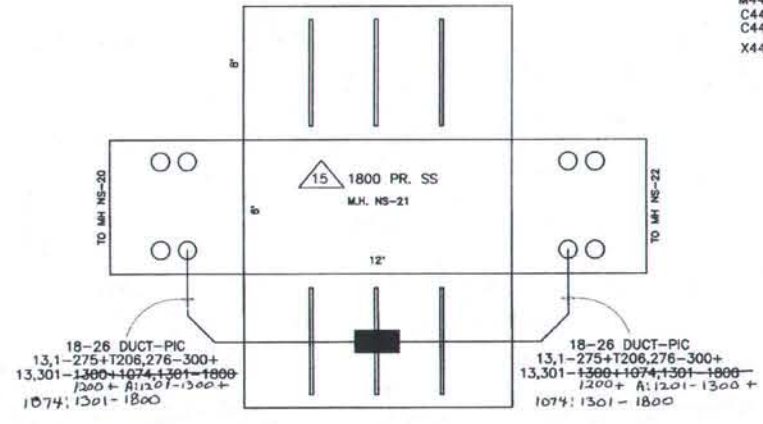
TC5  
TELE. CABLE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	67	124



**AS-BUILT PLANS**

INITIALS *[Signature]* DATE 03/24/04



TELEPHONE MANHOLE NS-21

CONTRACTOR'S WORK THIS SHEET			PAGE		6
CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662	(22)	C43 CA CABLE PULLED IN DUCT SYSTEM	LF	1097	7,16,9
662	(24)	C43 SPL-SS URG STRAIGHT SPLICE	PAIR	1800	15
662	(29)	C44 CA-C BURIED CABLE	LF	<del>1424</del> 1424	3,7,10,17
662	(31)	C29 CO-4" BURIED CONDUIT - 4"	LF	90	7, 26
662	(38)	C29 PED PEDESTAL	EA	3	5,12,19
662	(47)	C44 TR-48 TRENCH CONSTRUCTION-48"	LF	1006	21, 30
662	(71)	X41 RM DN GUY REMOVE DOWN GUY	EA	0	23
662	(65)	X42 RM CA-IM REMOVE FIGURE 8 CABLE	LF	453	25,27
662	(42)	C44 SPL-BS BURIED BRIDGE SPLICE	PAIR	125	4,18
662	(68)	C44 BLDG-TERM PL BLDG TERMINAL ASSEMBLY (EXTERIOR)	EA	1	22
662	(67)	X43 URG-CA REMOVE UNDERGROUND CABLE	LF	950	1
662	(60)	M44 SPL-SC BURIED STRAIGHT TRANSFER	PAIR	100	125, 6,13
662	(43)	C44 SPL-CC BURIED CLEAR & CAP	PAIR	200	176, 2,4,6,13
662	(44)	C44 SPL-SS BURIED STRAIGHT SPLICE	PAIR	225	125, 2,4
662	(45)	C44 BU-TERM BURIED TERMINAL ASSEMBLY	EA	2	20,24

ALSO SEE SHEET TC5 TASK # 42.60

PTI WORK ORDER # C99019

2/18/00	DELETED 662(42)	MJN
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

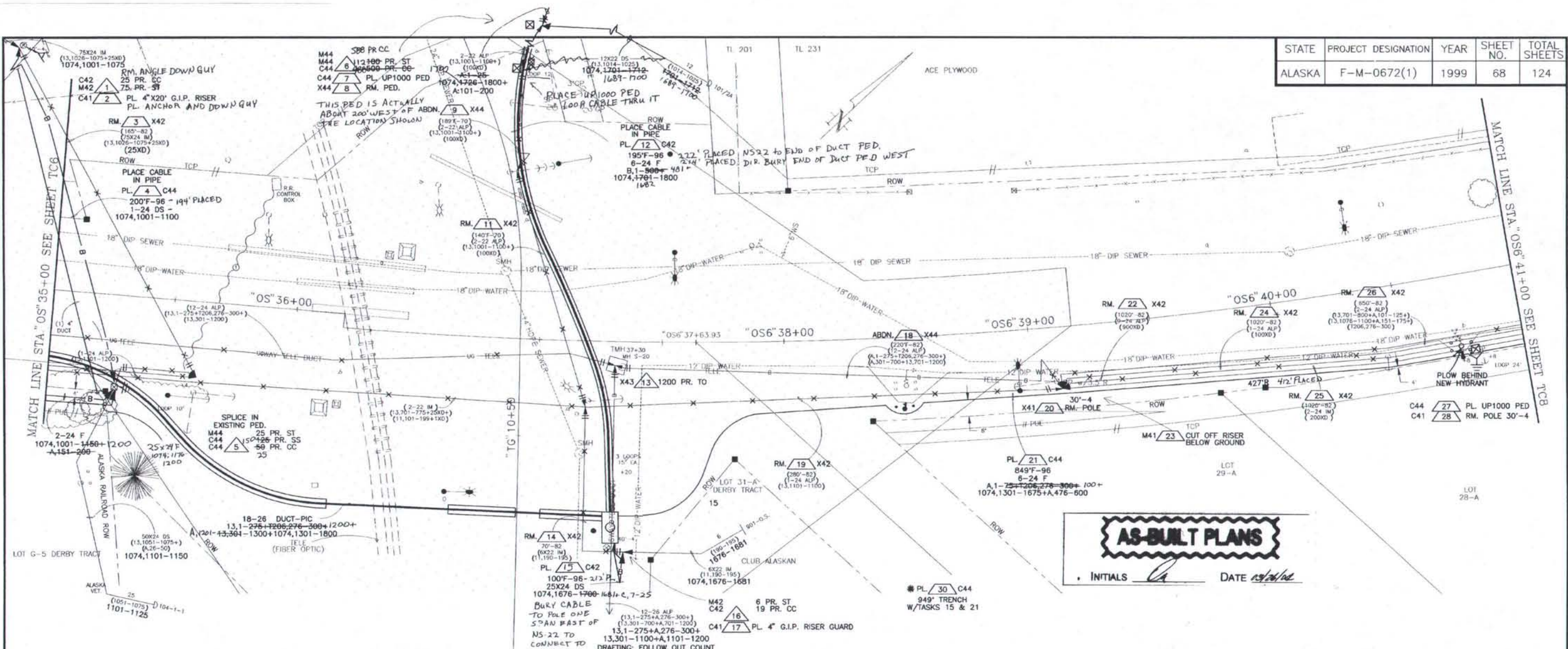
DESIGNED: G. DRAGER	FILE NAME: TC06
DRAWN: STOSH	PLOT FACTOR: 20
CHECKED: HOLLENBECK	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION: -32D31'05"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

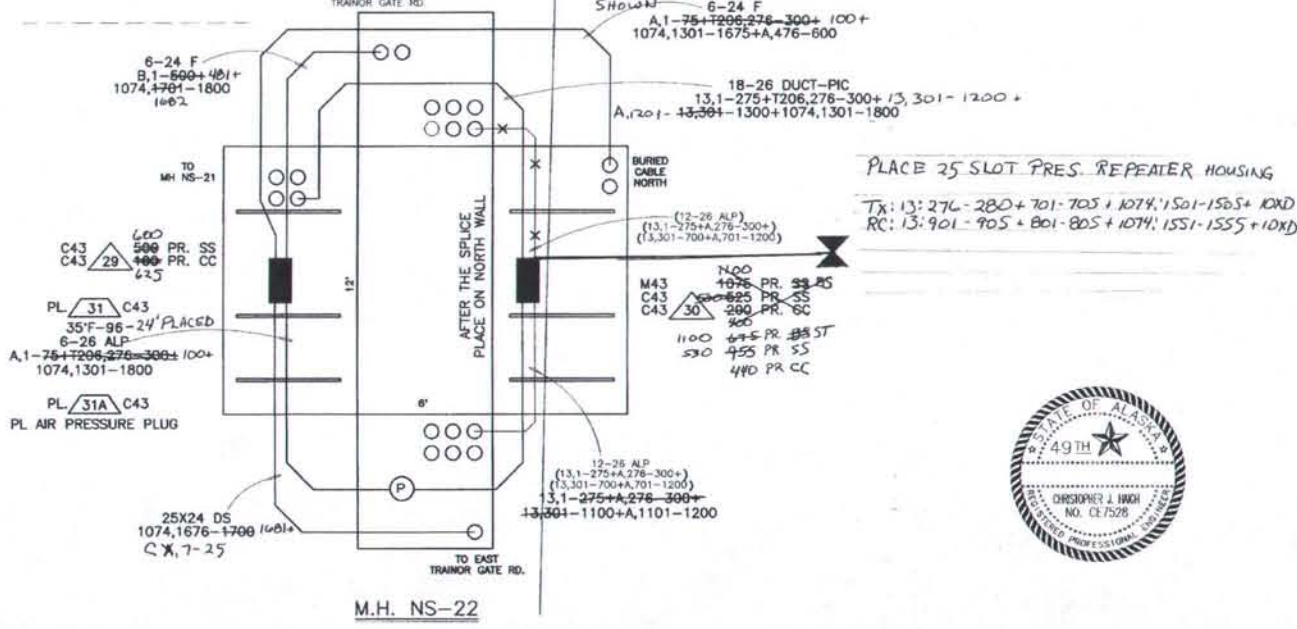
OLD STEESE HIGHWAY RECONSTRUCTION  
STA."OS"29+00 TO STA."OS"35+00

TC6  
TELE. CABLE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	68	124



**AS-BUILT PLANS**  
 INITIALS *LA* DATE *12/2/00*



CONTRACTOR'S WORK THIS SHEET				PAGE	7
CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662	(10)	C27 RG-4 RISER GUARD-4"	EA	2	2,17
662	(22)	C43 CA CABLE PULLED IN DUCT SYSTEM	LF	476 <sup>440</sup> 440	4,12,31
662	(29)	C44 CA-C BURIED CABLE	LF	838 940	15,21,12
662	(38)	C29 PED PEDESTAL	EA	4 2	7,27
662	(47)	C44 TR-48 TRENCH CONSTRUCTION-48"	LF	682 949	30
662	(19)	C42 SPL-CC AERIAL CLEAR & CAP	PAIR	44 94	1,17
662	(24)	C43 SPL-SS UNDERGROUND STRAIGHT SPLICE	PAIR	1130 1125	29,30
662	(26)	C43 SPL-CC UNDERGROUND CLEAR & CAP	PAIR	4265 300	29,30
662	(44)	C44 SPL-SS BURIED STRAIGHT SPLICE	PAIR	125	5
662	(43)	C44 SPL-CC BURIED CLEAR & CAP	PAIR	638 560	6,5
662	(61)	M42 SPL-ST AERIAL STRAIGHT TRANSFER	PAIR	81	16,1
662	(62)	M43 SPL-ST UNDERGROUND STRAIGHT TRANSFER	PAIR	1100 1075	30
662	(60)	M44 SPL-ST BURIED STRAIGHT TRANSFER	PAIR	436 125	5,6
662	(63)	X41 POLE REMOVE POLE	EA	5 2	20,28
662	(66)	X42 CA-ALP REMOVE LASHED CABLE	LF	3110	11,19,22,24,26
662	(65)	X42 CA-IM REMOVE AERIAL FIGURE EIGHT CABLE	LF	1255	13,14,25
662	(57)	X44 PED REMOVE PEDESTAL	EA	1	8
662	(59)	C43 PRES-PLUG AIR PRESSURE PLUG	EA	1	31A



2/18/00	CHANGE ITEM NUMBERS	MJN
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)
DATE	REVISION	BY

DESIGNED: G. DRAGER	FILE NAME: TC07
DRAWN: STOSH	PLOT FACTOR: 20
CHECKED: HOLLENBECK	FILE NUMBER:
DATE: JAN. 2000	SHEET ROTATION: -42D30'04"

CITY OF FAIRBANKS, ALASKA  
 ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
 STA."OS"35+00 TO STA."OS"41+00

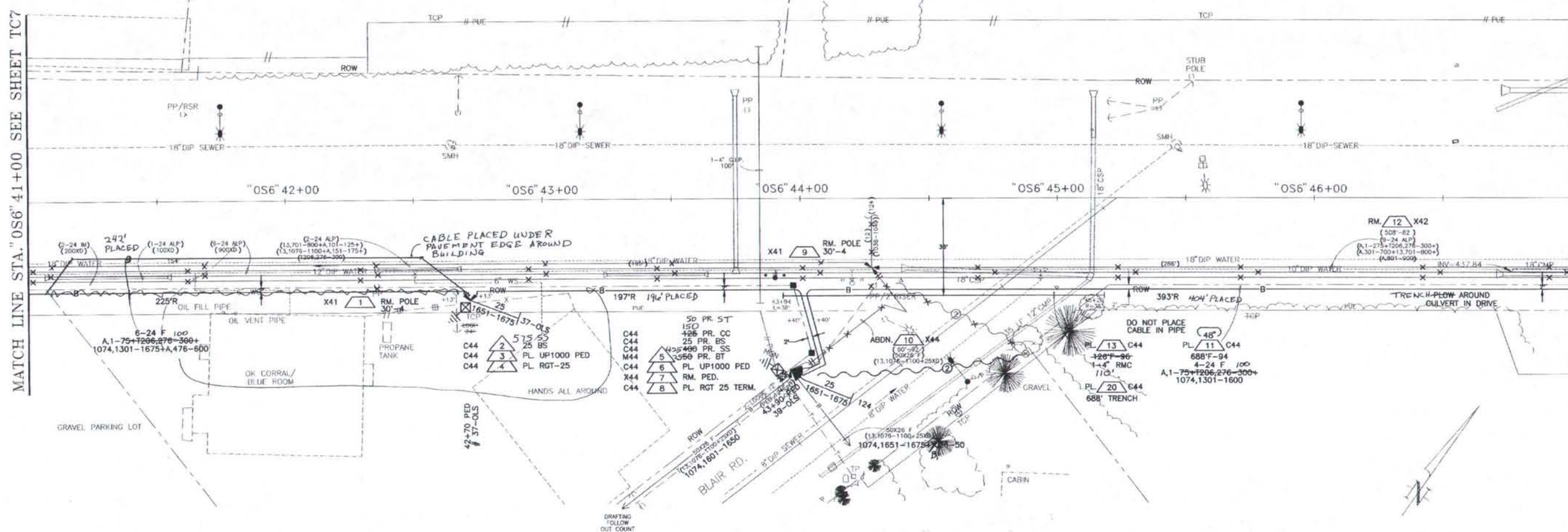
TC7  
 TELE. CHAIR

PTI WORK ORDER # C99019

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	69	124

MATCH LINE STA. "OS6" 41+00 SEE SHEET TC7

MATCH LINE STA. "OS6" 47+00 SEE SHEET TC9



**AS-BUILT PLANS**

INITIALS *la* DATE *1/10/00*



CONTRACTOR'S WORK THIS SHEET				PAGE	8
CODE	SUB-CODE	CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662 (29)	C44	CA-C BURIED CABLE	LF	842 688	11
662 (31)	C29	CO-4" BURIED CONDUIT - 4"	LF	110 126	13
662 (38)	C29	PED PEDESTAL	EA	2	3,6
662 (42)	C44	SPL-BS BURIED BRIDGE SPLICE	PAIR	50	2,5
662 (43)	C44	SPL-CC BURIED CLEAR & CAP	PAIR	150 125	5
662 (44)	C44	SPL-SS BURIED STRAIGHT SPLICE	PAIR	420 400	5
662 (45)	C44	TE BURIED TERMINAL ASSEMBLY	EA	2	4,8
662 (47)	C44	TR-48 TRENCH CONSTRUCTION-48"	LF	708 688	20
662 (63)	X41	POLE REMOVE POLE	EA	2	1,9
662 (66)	X42	CA-ALP REMOVE AERIAL LASHED CABLE	LF	508	12
662 (57)	X44	PED REMOVE PEDESTAL	EA	1	7
662 (60)	M44	SPL-ST BURIED STRAIGHT TRANSFER	PAIR	50	5

ALSO SEE SHEET TC7 TASK # 30,21

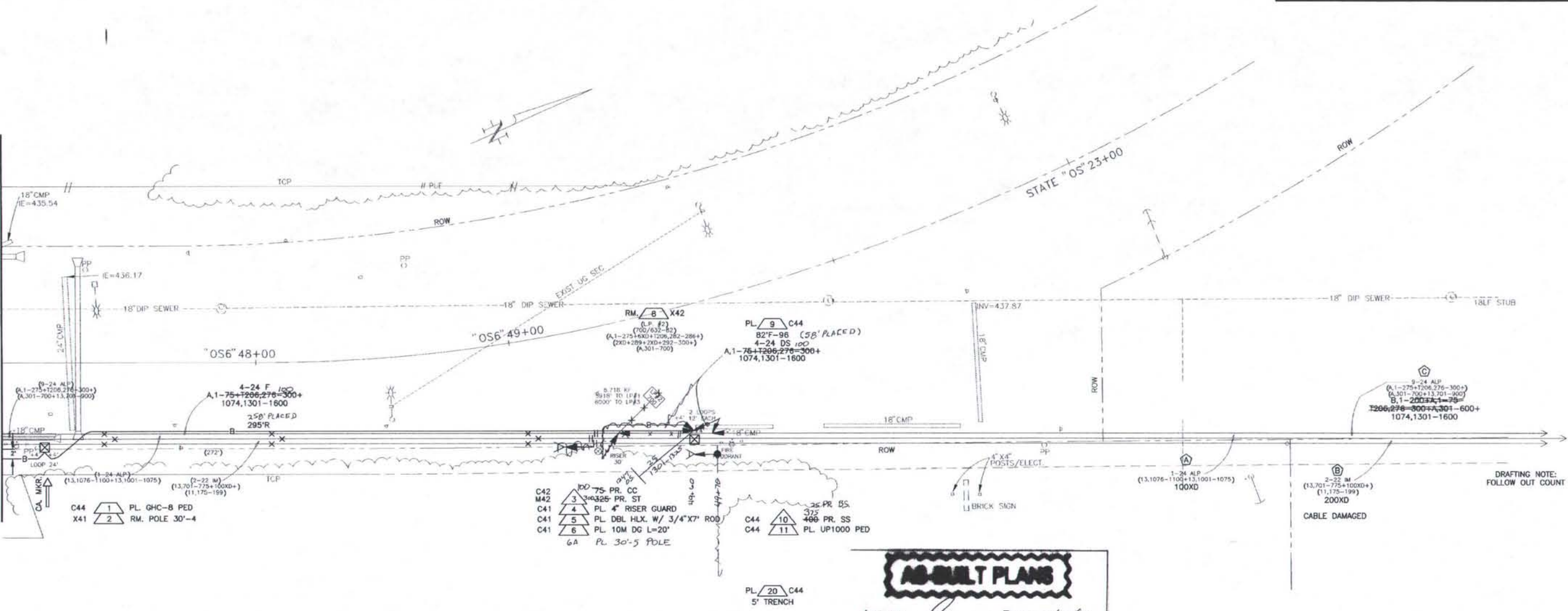
PTI WORK ORDER # C99019

10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)	DESIGNED: G. DRAGER	FILE NAME:	<b>CITY OF FAIRBANKS, ALASKA</b>	OLD STEESE HIGHWAY RECONSTRUCTION	<b>TC8</b>
DATE	REVISION	BY	DRAWN: STOSH	PLOT FACTOR: 20			
			CHECKED: HOLLENBECK	FILE NUMBER:	ENGINEERING DEPARTMENT	STA. "OS6" 41+00 TO STA. "OS6" 47+00	TELE. CABLE
			DATE: JAN. 2000	SHEET ROTATION: 52019'00"			



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	70	124

MATCH LINE STA' OS6' 47+00 SEE SHEET TC8



**AS-BUILT PLANS**  
 INITIALS: *[Signature]* DATE: *[Date]*

CONTRACTOR'S WORK THIS SHEET					PAGE 9	
CODE	SUB-CODE		CONTRACT UNIT DESCRIPTIONS	UNIT	QTY	TASK NUMBERS
662	(4)	C41	GW	PLACE DOWN GUY	EA	1 6
662	(6)	C41	PO-AN	ANCHOR, SCREW	EA	1 5
662	(10)	C41	RG-4	RISER GUARD-4"	EA	1 4
662	(19)	C42	SPL-CC	AERIAL CLEAR & CAP	PAIR	100 75 3
662	(29)	C44	CA-C	BURIED CABLE	LF	58 82 9
662	(38)	C29	PED	PEDESTAL	EA	2 1,11
662	(44)	C44	SPL-SS	BURIED STRAIGHT SPLICE	PAIR	375 400 10
662	(47)	C44	TR-48	TRENCH CONSTRUCTION-48"	LF	239 20
662	(61)	M42	SPL-ST	AERIAL STRAIGHT TRANSFER	PAIR	300 3
662	(63)	X41	POLE	REMOVE POLE	EA	1 2
662	(58)	X42	LC-LG	REMOVE AERIAL LOAD COIL	EA	1 8
662						

ALSO SEE SHEET TC8 TASK # 11,20



DATE	REVISION	BY
10/99	WORK DELEGATION AND SUMMARY TABLES	SGH (PTI)

DESIGNED: G. DRAGER	FILE NAME: TC09
DRAWN: STOSH	PLOT FACTOR: 20
CHECKED: HOLLENBECK	FILE NUMBER:
DATE: JAN, 2000	SHEET ROTATION: -52D19:00

CITY OF FAIRBANKS, ALASKA  
 ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
 STA.' OS6' 47+00 TO END OF PROJECT

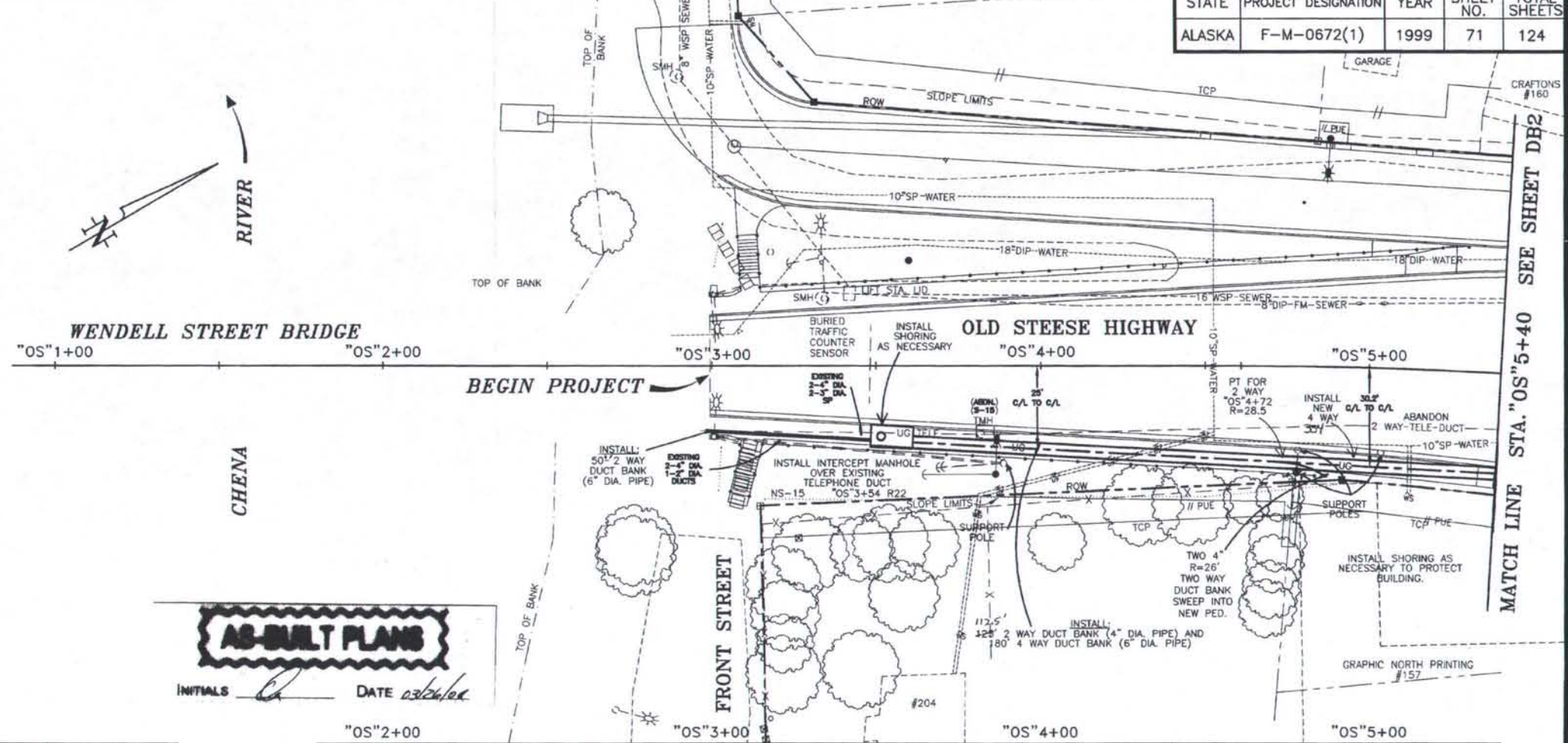
**TC9**  
 TEL. CABLE

PTI WORK ORDER # C99019

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	71	124

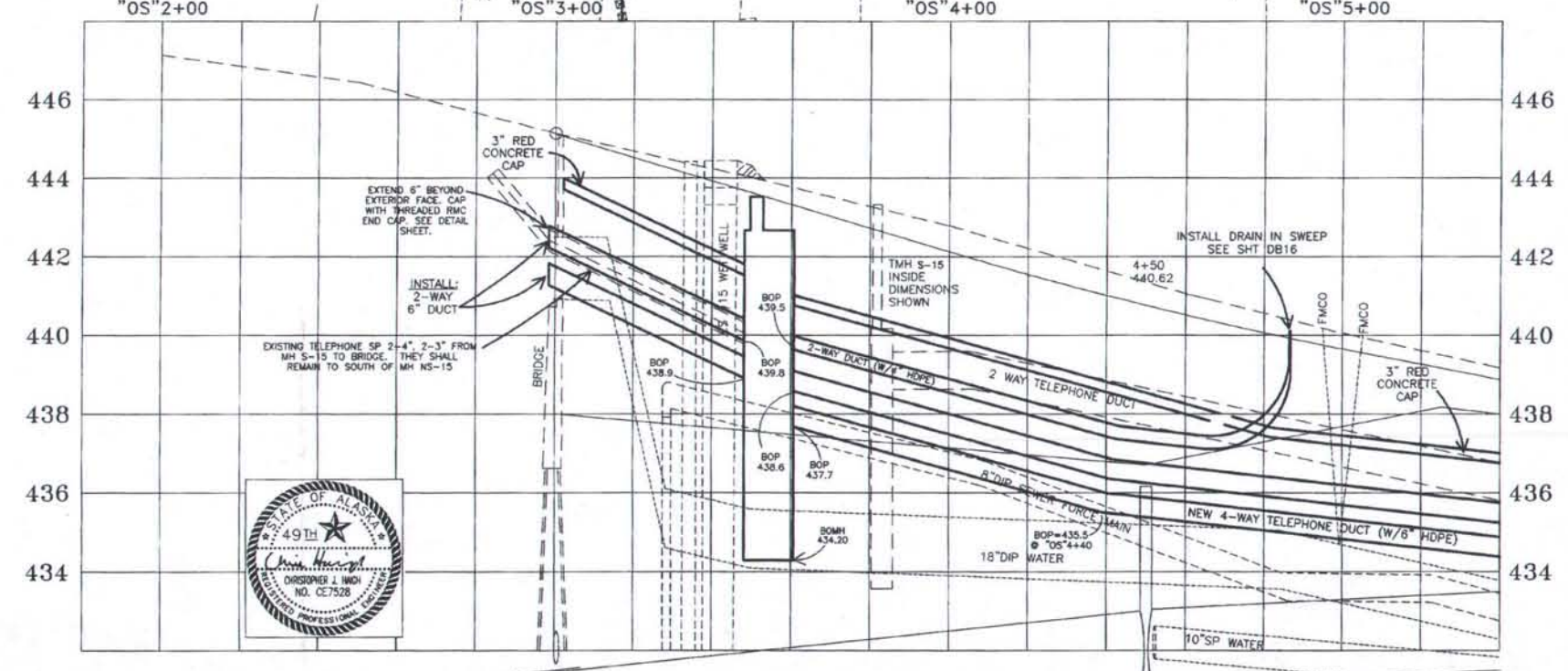
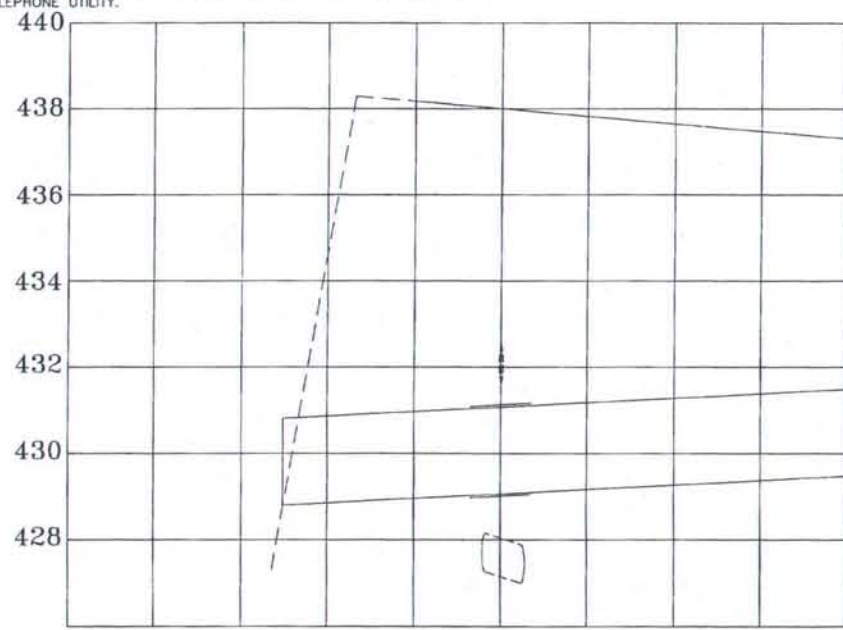
GENERAL NOTES FOR TELEPHONE DUCT BANK PLANS: DB1-7,11-16

- CONTRACTOR TO SUPPLY ALL MATERIAL, LABOR AND SUPERVISION TO INSTALL FOUR WAY (WITH SIX INCH DIAMETER HIGH DENSITY POLYETHYLENE PIPES) SAND ENCASED DUCT BANK, 2 WAY (WITH SIX INCH DIAMETER PIPES) SAND ENCASED DUCT BANK, 2 WAY (WITH FOUR INCH DIAMETER PIPES) SAND ENCASED DUCT BANK, DIAMETER CONDUIT, CONCRETE ENCASEMENT OF DUCT BANK, UTILITY POLE SUPPORTS, TYPICAL MANHOLES, INTERCEPT MANHOLES, EXISTING MANHOLE MODIFICATIONS, AND ONE 24" DIAMETER BORE. ALL WORK SHALL BE AS SPECIFIED IN THESE PLANS AND THE OTHER CONSTRUCTION DOCUMENTS. LOCATIONS AND SLOPES SHALL BE AS INDICATED ON THE PLANS.
- PROTECT EXISTING UTILITIES AND STRUCTURES FROM UNDERMINING AND/OR OTHER CONSTRUCTION ACTIVITY. EXCAVATION MAY REQUIRE SHORING. THIS WILL BE INCIDENTAL TO THE OTHER CONSTRUCTION ITEMS.
- TYPICALLY, THE PLANS PROFILE SHOWS THE OUTLINE OF THE DUCTS WITH THE CONCRETE CAP ABOVE. THE PLAN VIEW TYPICALLY SHOWS THE CENTER LINE OF EACH DUCT SYSTEM AND THE OUTER LIMITS OF THE CONCRETE CAP.
- CONSTRUCTION OF THE ALL TELEPHONE WORK SHALL BE COORDINATED WITH OTHER WORK ON THIS PROJECT. EXISTING CUSTOMERS' SERVICE SHALL BE MAINTAINED THROUGHOUT PROJECT. SEE SHEET T01 FOR SEQUENCING REQUIREMENTS FOR CONSTRUCTION.
- THESE PLANS DIRECT THE CONTRACTOR IN THE CONSTRUCTION OF TELEPHONE DUCT BANKS, TELEPHONE MANHOLES AND INDIVIDUAL CONDUITS WHICH OFTEN ORIGINATE IN THE MANHOLES. THE TELEPHONE CABLING PLANS SHOW ADDITIONAL TELEPHONE WORK WHICH INCLUDES INSTALLATION OF CABLING WITHIN THE DUCT SYSTEMS INSTALLED IN THIS PORTION OF THE WORK.
- ENTRANCE INTO EXISTING TELEPHONE MANHOLES REQUIRES CONFORMANCE TO THE TELEPHONE UTILITY CONFINED SPACE PROCEDURES. THESE PROCEDURES REQUIRE EACH WORKER TO HAVE TAKEN A EIGHT HOUR TRAINING CLASS, CERTIFICATION THAT THE ATMOSPHERE AS SAFE, AND MECHANICAL VENTILATION MAINTAINED INTO THE SPACE.
- MANHOLE LID ELEVATIONS SHALL BE 3/8 INCH BELOW THE FINAL SURROUNDING SURFACE ELEVATION.
- INTERSECTING MANHOLES SHALL BE SPECIFICALLY MANUFACTURED AS INTERCEPTING MANHOLES WITH REINFORCEMENT AND OPENINGS FOR EACH INTERCEPTING LOCATION. CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING DUCT CONFIGURATION BEFORE ORDERING INTERCEPT MANHOLES.
- ABANDONED TELEPHONE MANHOLES: CONTRACTOR TO REMOVE AND DISPOSE OF IRON FRAME AND LID, CONCRETE RINGS AND CONCRETE LID SECTION. SEAL ANY REMAINING PENETRATIONS WITH A MINIMUM OF ONE FOOT THICK SPRAYED URETHANE FOAM. REMAINING SECTIONS OF MANHOLE TO BE BACKFILLED ACCORDING TO PROJECT BACKFILL REQUIREMENTS FOR THE ROAD SECTION AT THAT LOCATION.
- TYPICAL DETAIL FOR ALL TELEPHONE MANHOLES ON DB13 SHOWS BACKFILL REQUIREMENTS.
- SWEEPS INSTALLED ON ENDS OF RMC AND 4" HDPE SHALL TERMINATE 6" ABOVE FINAL GROUND AT PEDESTALS AND POLES AND 12" ABOVE GROUND AT XCONNECTS. SEE STANDARD DETAIL DRAWINGS FOR CONSTRUCTION OF TELEPHONE UTILITY.



**AS-BUILT PLANS**

INITIALS *Ca* DATE *02/26/00*



DATE	CORRECTED STA & OFFSET REVISION	BY
12/2/99		MJN

DESIGNED: C. HAIGH  
 DRAWN: STOSH  
 CHECKED: C. HAIGH  
 DATE: FEB. 7, 2000

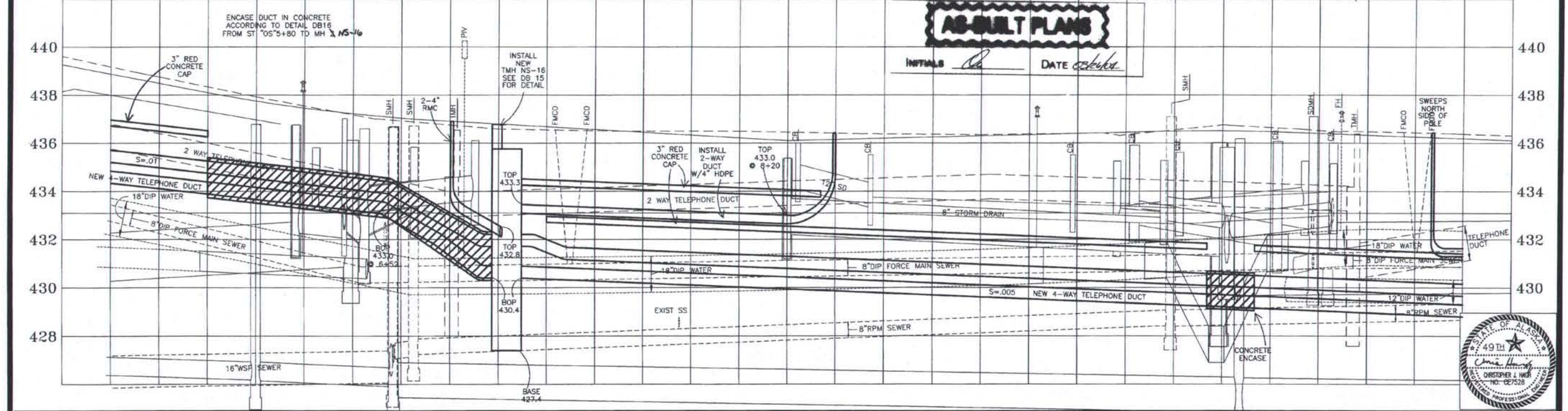
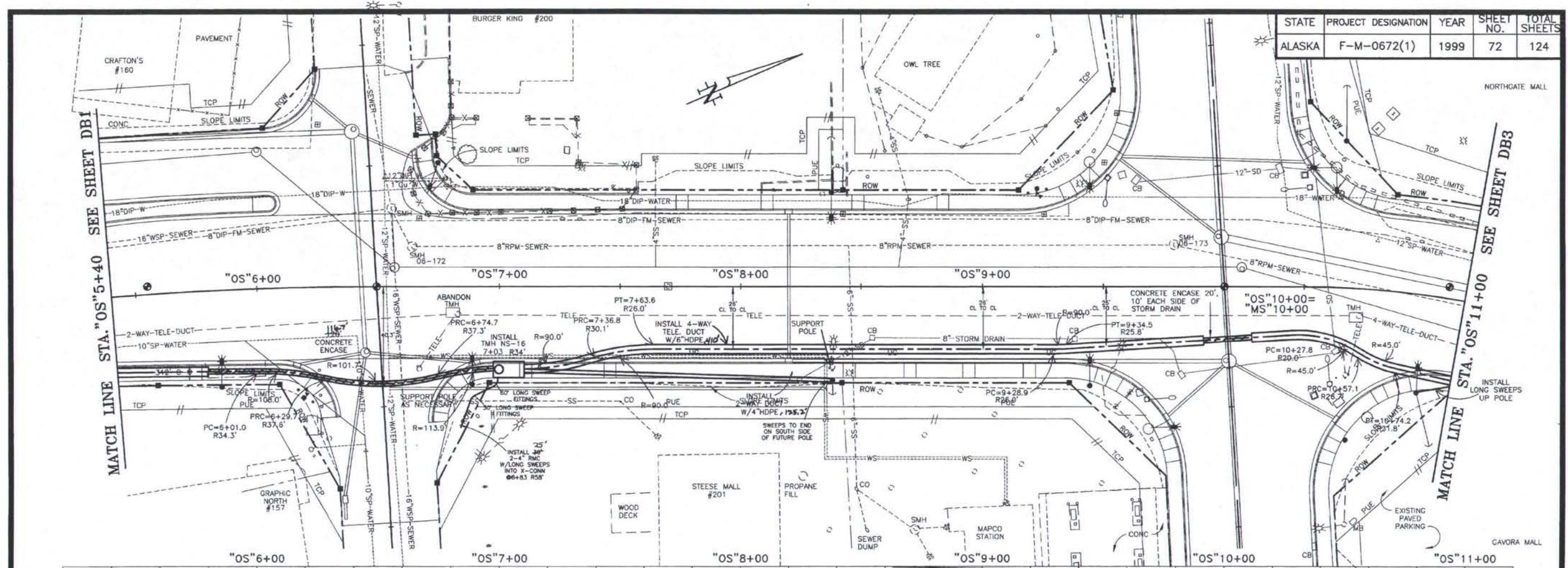
APPROVED  
 CITY ENGINEER  
 FILE NO. D01

**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
 STA."OS"3+00 TO STA."OS"5+40

**DB1**  
 DUCT BANK

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	72	124



DATE	REVISION	BY
12/3/99	CORRECTED STA & OFFSET	MJN

DESIGNED: C. HAIGH	APPROVED:
DRAWN: STOSH	CITY ENGINEER
CHECKED: C. HAIGH	FILE NO. D02
DATE: FEB. 7, 2000	

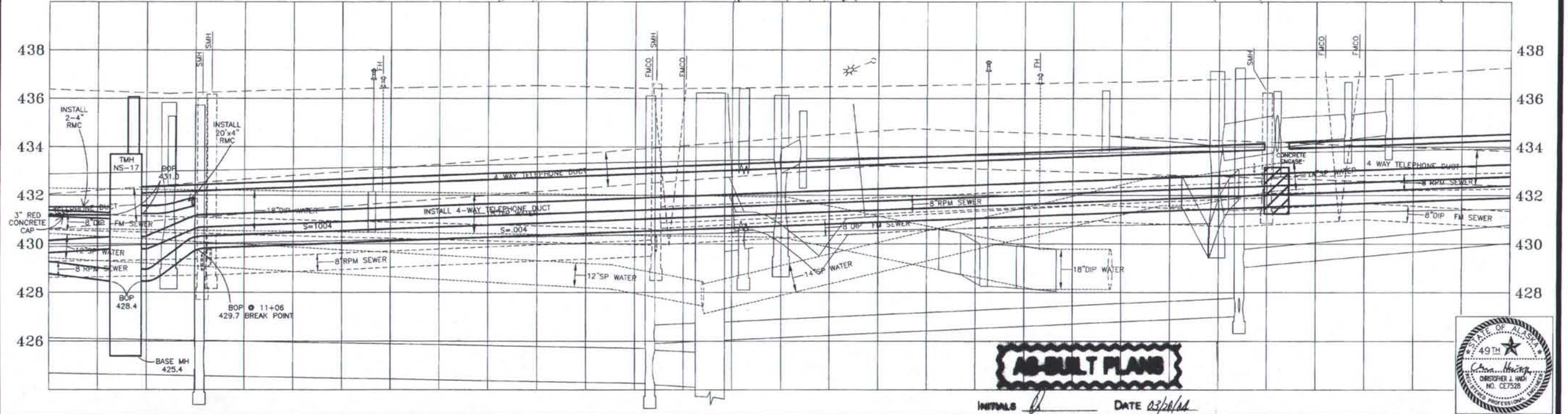
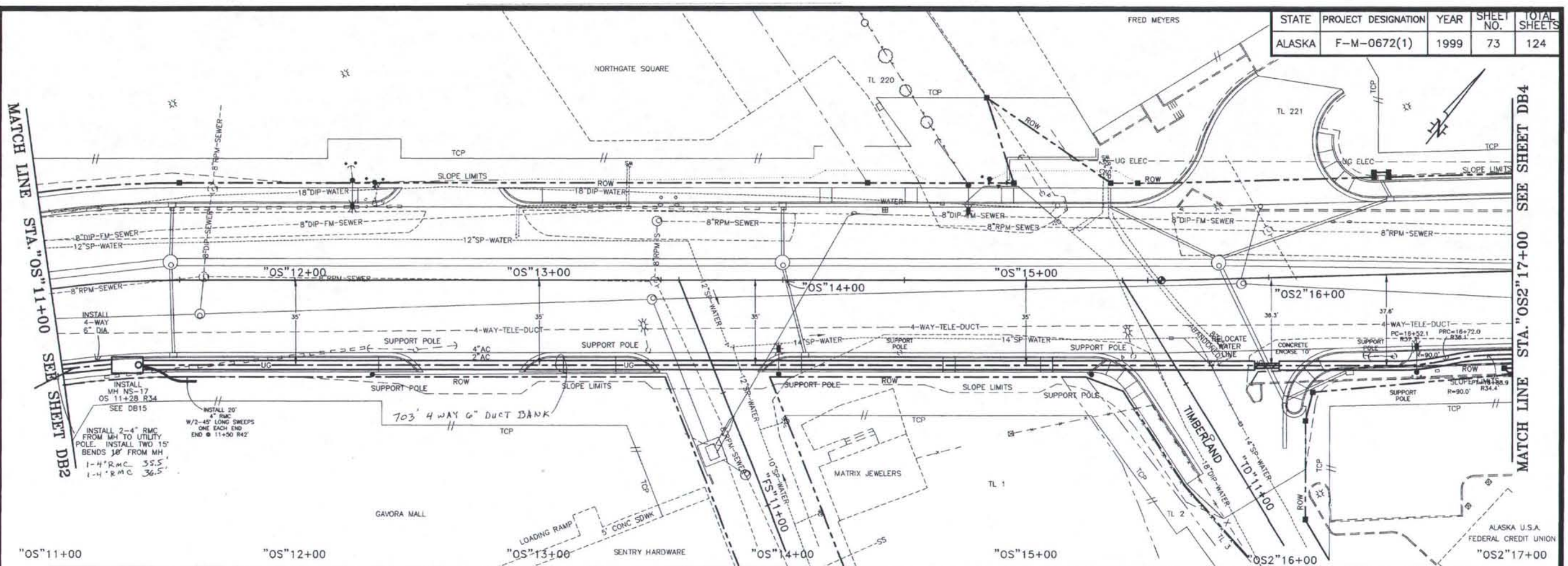
**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS"5+40 TO STA."OS"11+00

**DB2**  
DUCT BANK



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	73	124



DATE	REVISION	BY
12/7/99	CORRECTED STA & OFFSET	MJN

DESIGNED	APPROVED
C. HAIGH	CITY ENGINEER
DRAWN: STOSH	FILE NO. 003
CHECKED: C. HAIGH	
DATE: FEB. 7, 2000	

**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

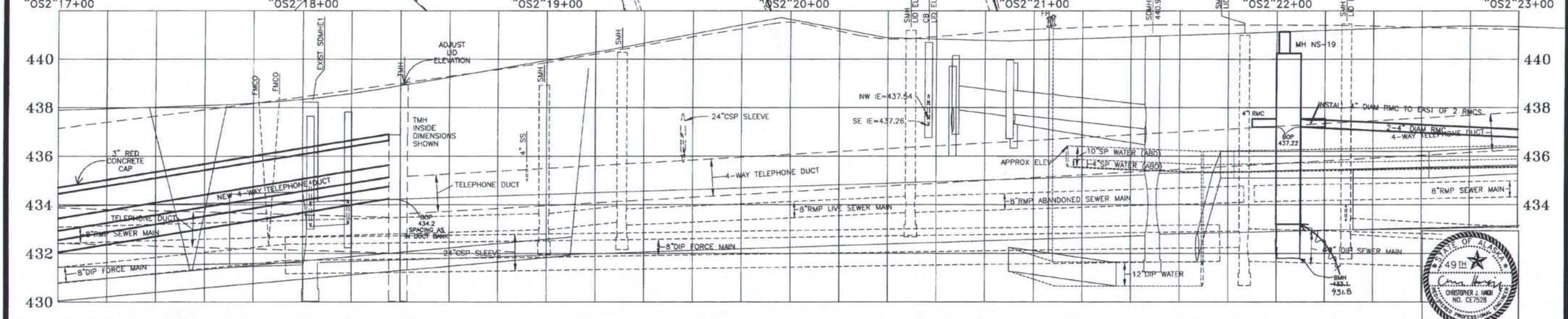
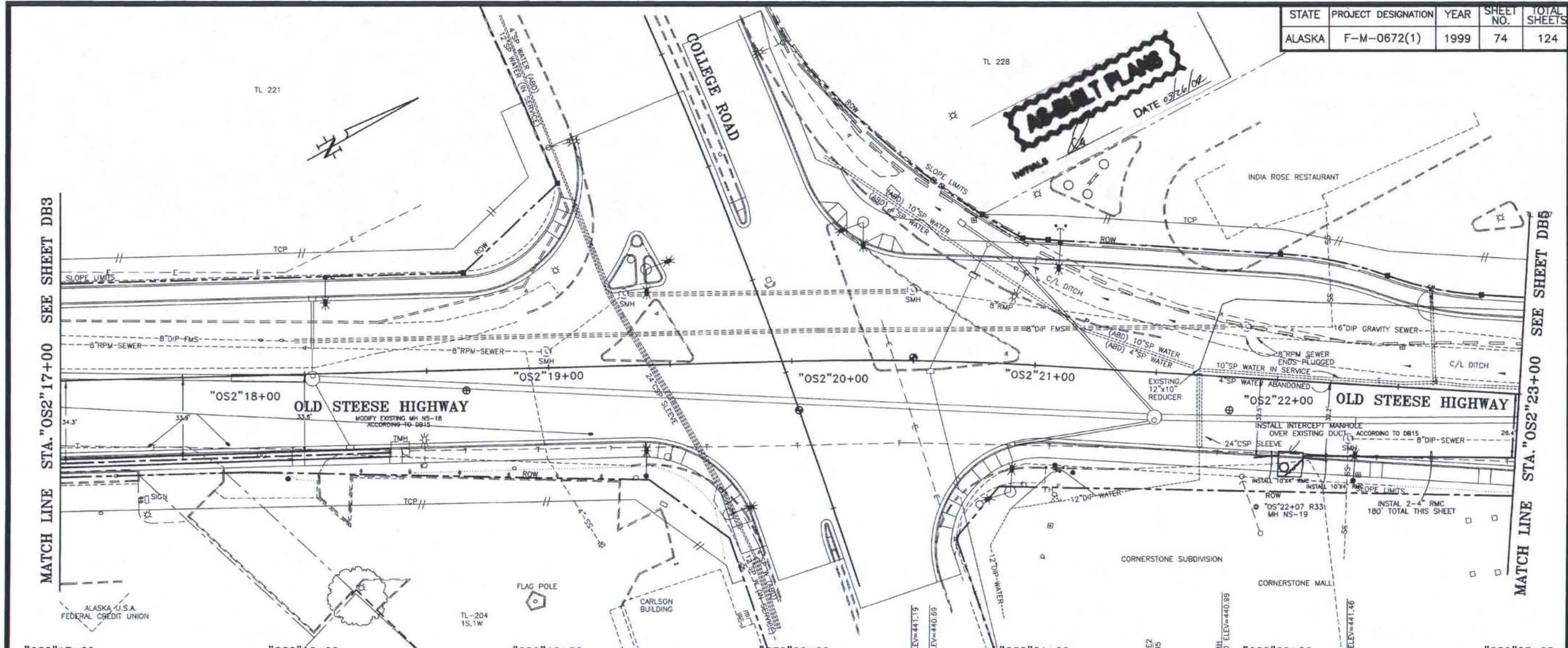
OLD STEESE HIGHWAY RECONSTRUCTION  
 STA."OS"11+00 TO STA."OS2"17+00

**DB3**  
 DUCT BANK



**AS-BUILT PLANS**  
 INITIALS: [Signature] DATE: 03/20/04

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	74	124



DESIGNED: C. HAIGH	APPROVED	<b>CITY OF FAIRBANKS, ALASKA</b> ENGINEERING DEPARTMENT	<b>OLD STEESE HIGHWAY RECONSTRUCTION</b> STA."OS2"17+00 TO STA."OS2"23+00	<b>DB4</b> <small>DUCT BANK</small>
DRAWN: STOSH	CITY ENGINEER			
CHECKED: C. HAIGH	FILE NO. D04			
DATE: FEB. 7, 2000				

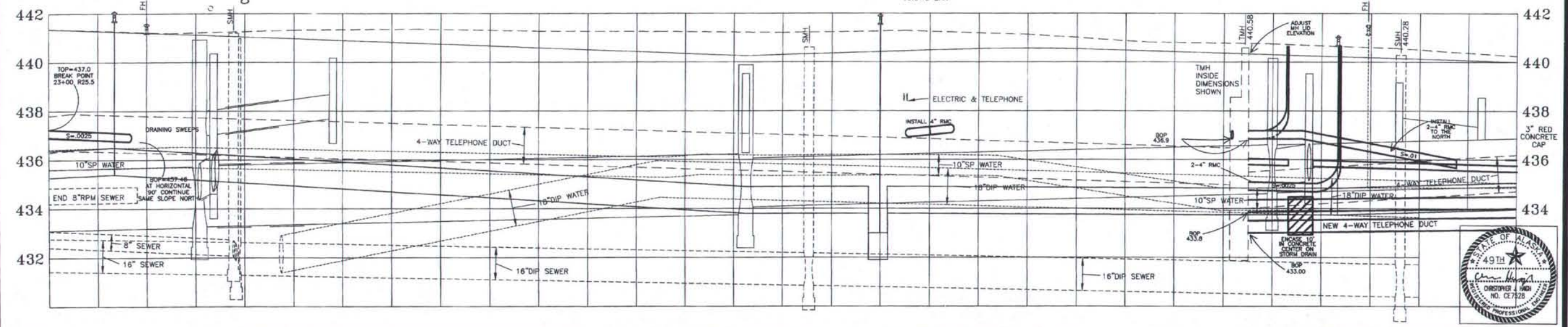
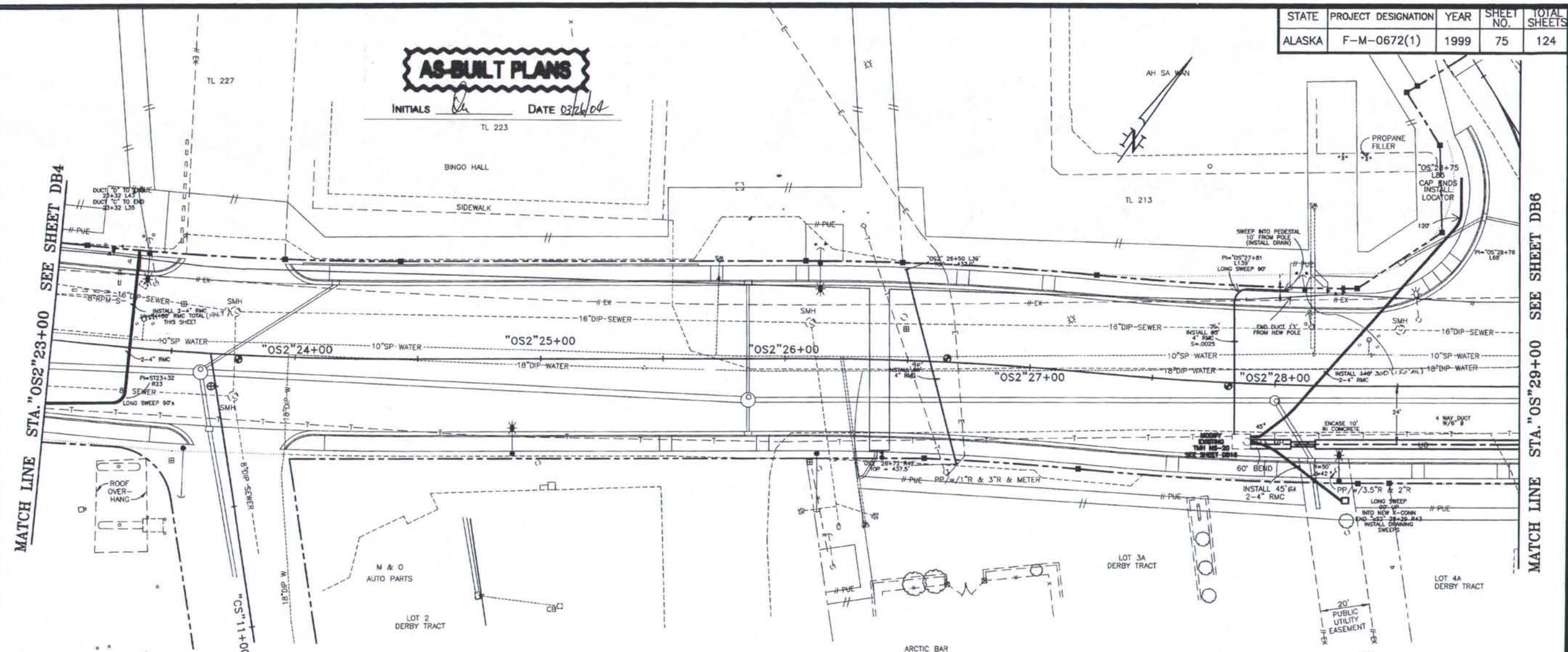
DATE	REVISION	BY
12/7/99	CORRECTED STA & OFFSET	MJN



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	75	124

# AS-BUILT PLANS

INITIALS *[Signature]* DATE 03/26/04  
TL 223



12/7/99	UPDATED STA & OFFSET	MAJN
DATE	REVISION	BY

DESIGNED: C. HAIGH	APPROVED
DRAWN: STOSH	
CHECKED: C. HAIGH	CITY ENGINEER
DATE: JAN. 2000	FILE NO. D05

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

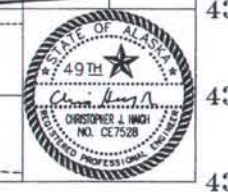
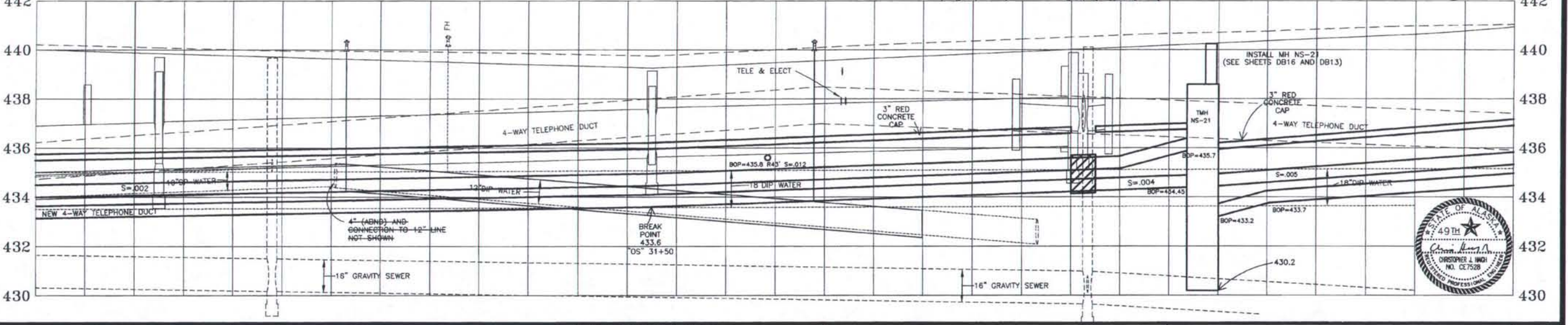
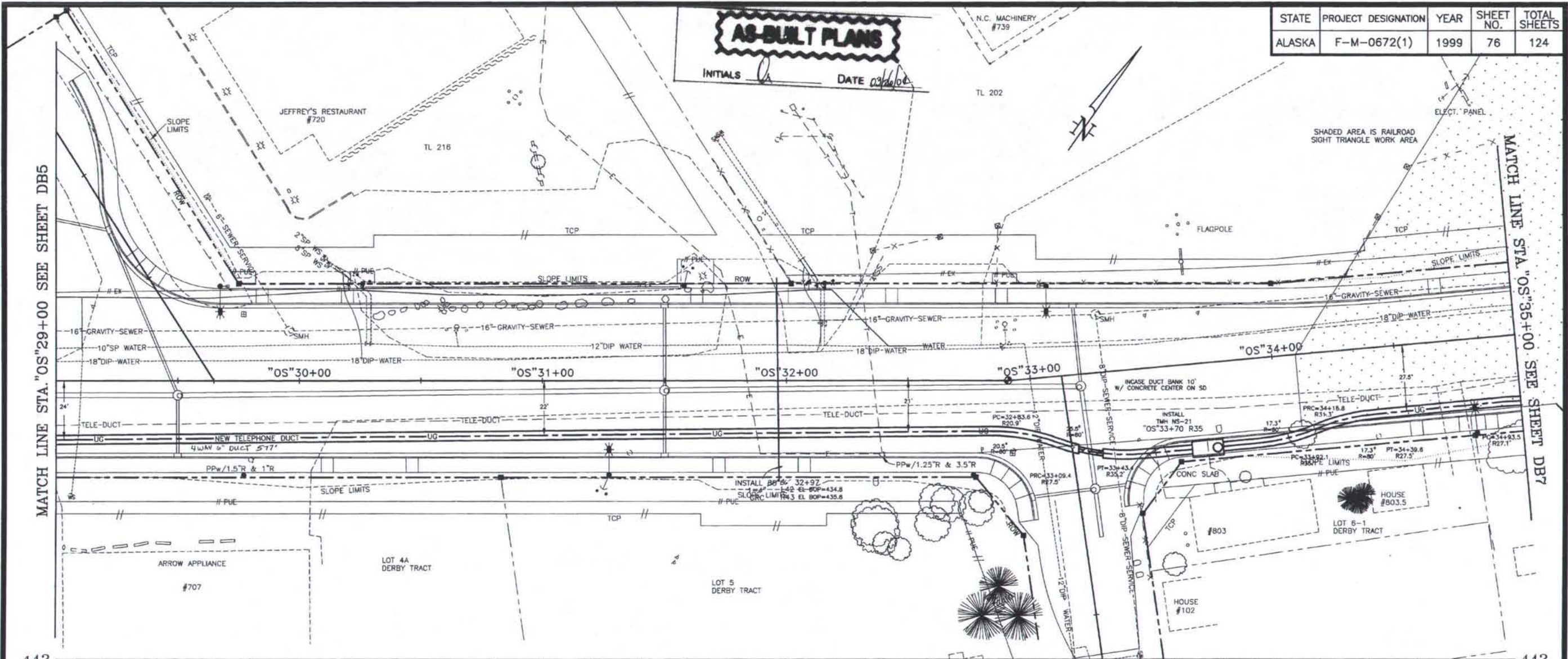
**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "OS2"23+00 TO STA. "OS2"29+00

**DB5**  
DUCT BANK

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	76	124

**AS-BUILT PLANS**

INITIALS *LA* DATE *03/26/04*



DATE	REVISION	BY
11/16/99	CORRECTED CURVE STA & OFFSET	MJN

DESIGNED: C. HAIGH  
 DRAWN: STOSH  
 CHECKED: C. HAIGH  
 DATE: FEB. 7, 2000

APPROVED  
 CITY ENGINEER  
 FILE NO. D06

**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

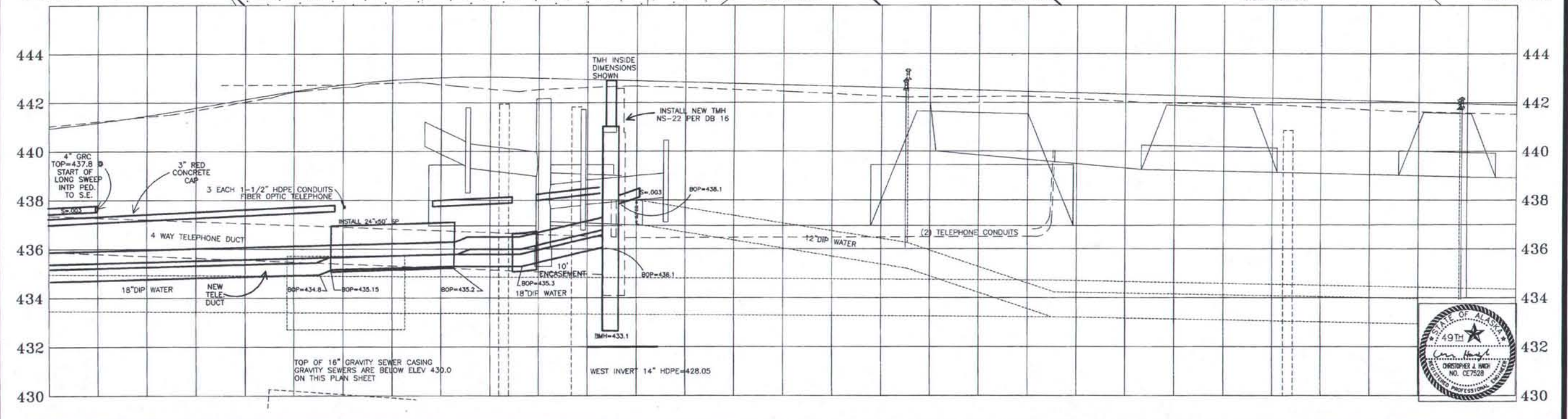
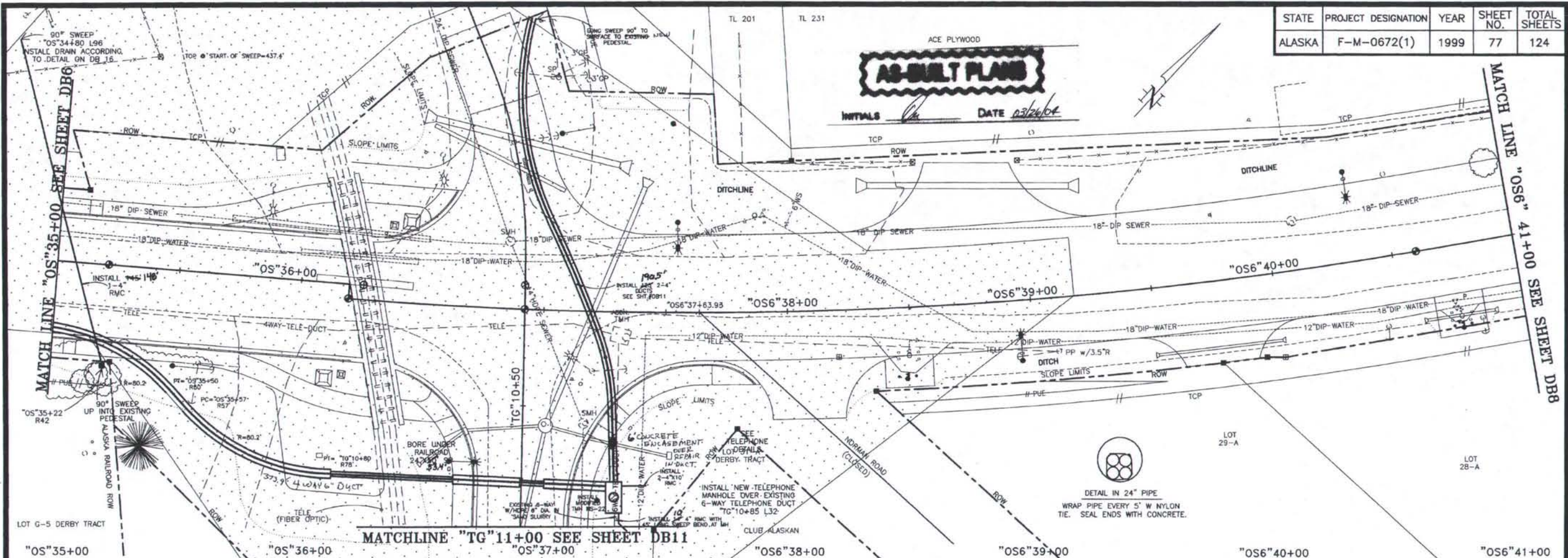
**OLD STEESE HIGHWAY RECONSTRUCTION**  
 STA. "OS" 29+00 TO STA. "OS" 35+00

**DB6**  
 DUCT BANK

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	77	124

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE 03/26/04



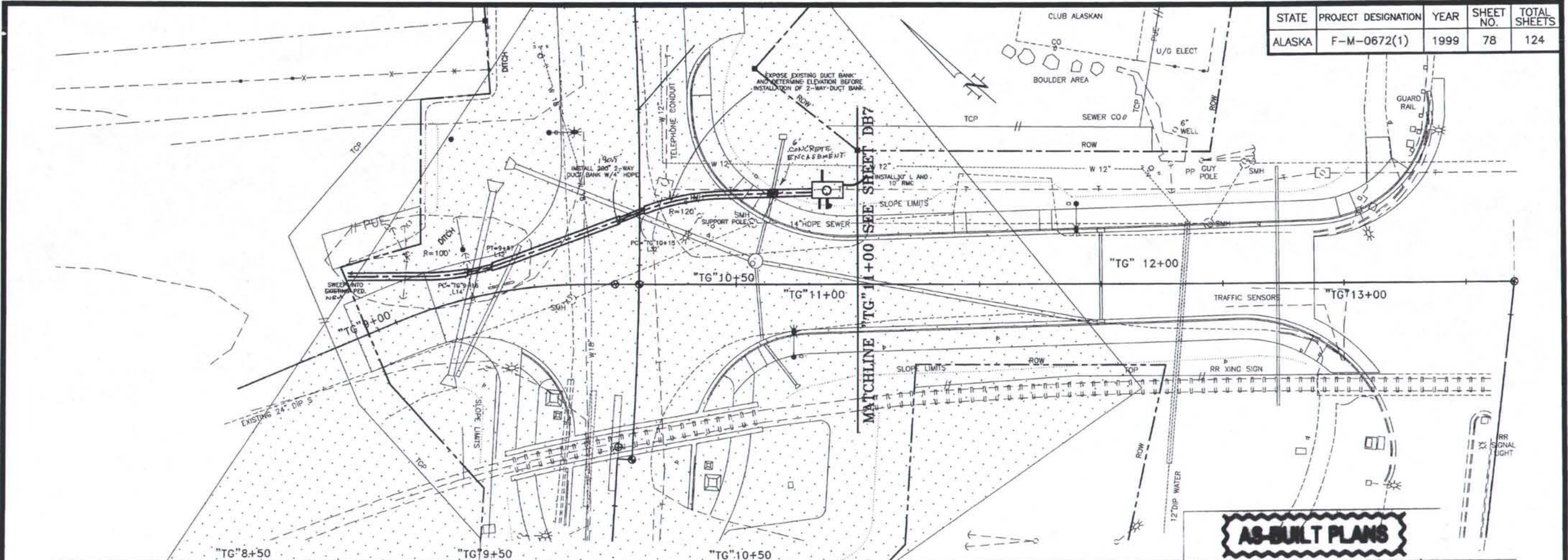
DATE	REVISION	BY
12/1/99	CORRECTED DUCT AT MATCH LINE	MJN

DESIGNED: C. HAIGH	APPROVED
DRAWN: STOSH	CITY ENGINEER
CHECKED: C. HAIGH	FILE NO. D07
DATE: FEB. 7, 2000	

**CITY OF FAIRBANKS, ALASKA**  
**ENGINEERING DEPARTMENT**  
**OLD STEESE HIGHWAY RECONSTRUCTION**  
**STA. "OS"35+00 TO STA. "OS6"41+00**  
**DB7**  
DUCT BANK

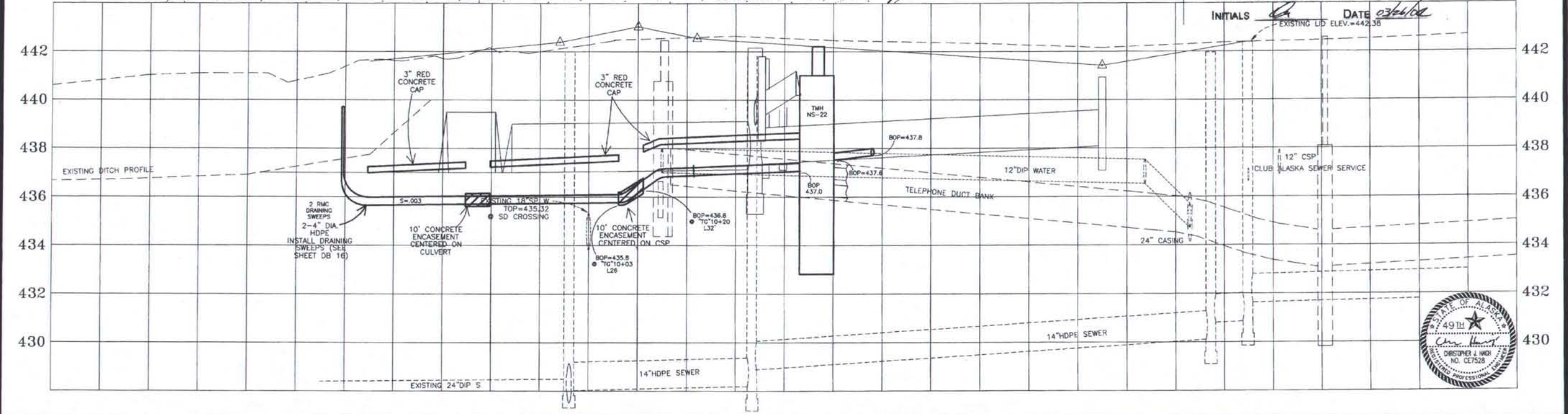


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	78	124



**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *03/16/02*  
EXISTING LID ELEV. = 442.38



DATE	REVISION	BY

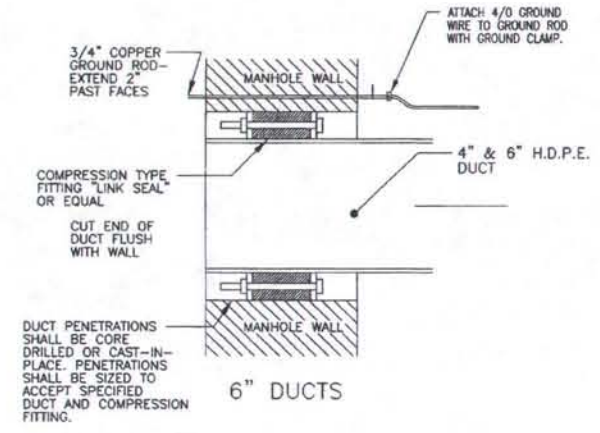
DESIGNED: C. HAIGH	APPROVED: _____
DRAWN: STOSH	CITY ENGINEER
CHECKED: C. HAIGH	FILE NO. D11
DATE: JAN. 2000	

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
TRAINOR GATE ROAD

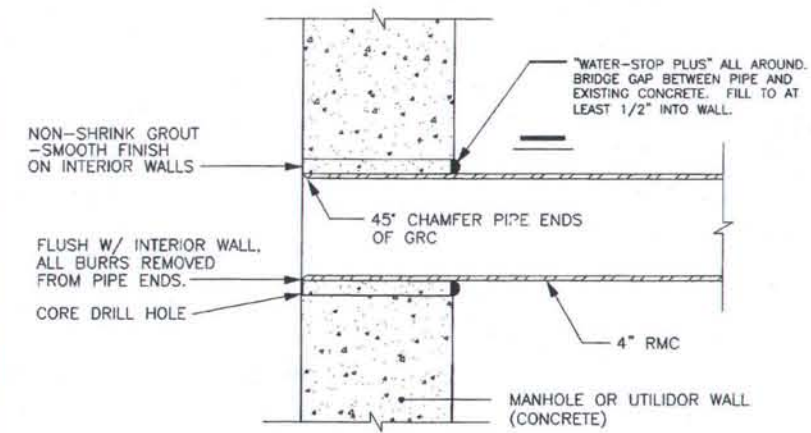
DB11  
DUCT BANK

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	79	124

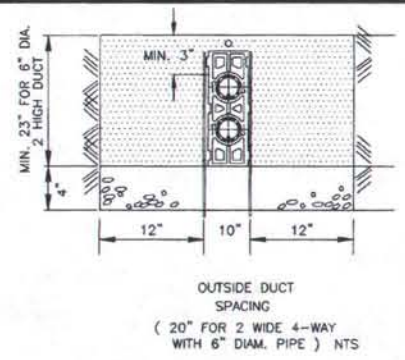


**WALL PENETRATIONS**  
NTS

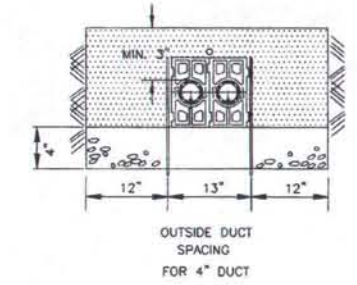
NOTE: THE ABOVE AND BELOW DETAILS FOR WALL PENETRATIONS ARE INTENDED TO ILLUSTRATE PREFERRED METHODS TO PROVIDE A WATERTIGHT & RESTRAINING SEAL BETWEEN THE MANHOLE WALL AND THE DUCT. THE CONTRACTOR MAY SUBSTITUTE ANOTHER METHOD, SUBJECT TO THE ENGINEER'S APPROVAL. ALSO SEE DB16 FOR DUCT BANK PENETRATIONS FOR INTERCEPT LOCATIONS.



**4" DIA R.M.C. PENETRATION DETAIL**  
NTS



**2-WAY 1 WIDE DUCT BANK SPACER CONFIGURATION**  
NTS  
SEE TYPICAL TRENCH DETAIL FOR DUCT BANK FOR FURTHER REQUIREMENTS STATION "OS" 2+98 TO "OS" 3+48



**2-WAY 2 WIDE DUCT BANK SPACER CONFIGURATION**  
SEE TYPICAL TRENCH DETAIL FOR DUCT BANK FOR FURTHER REQUIREMENTS STATION "OS" 7+07 TO "OS" 8+50 AND "TG" 8+85 TO "TG" 11+00

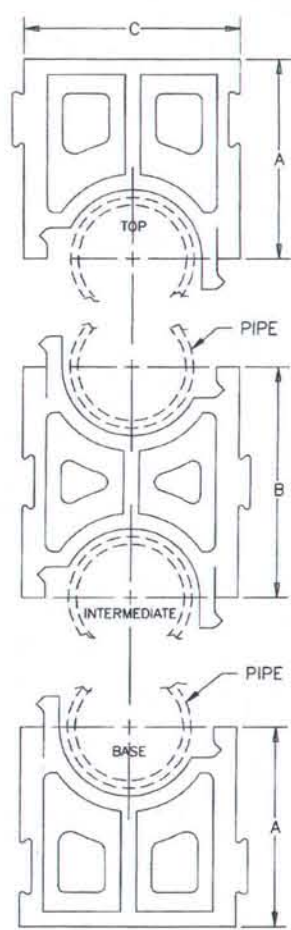
**AS-BUILT PLANS**  
INITIALS *ca* DATE *03/04*

CARLON SPACERS

INTERMEDIATES				
SIZE	CAT.#	B	C	
6x3	S289RL	9.8"	9.8"	
4x2	S289NJ	6.5"	6.5"	

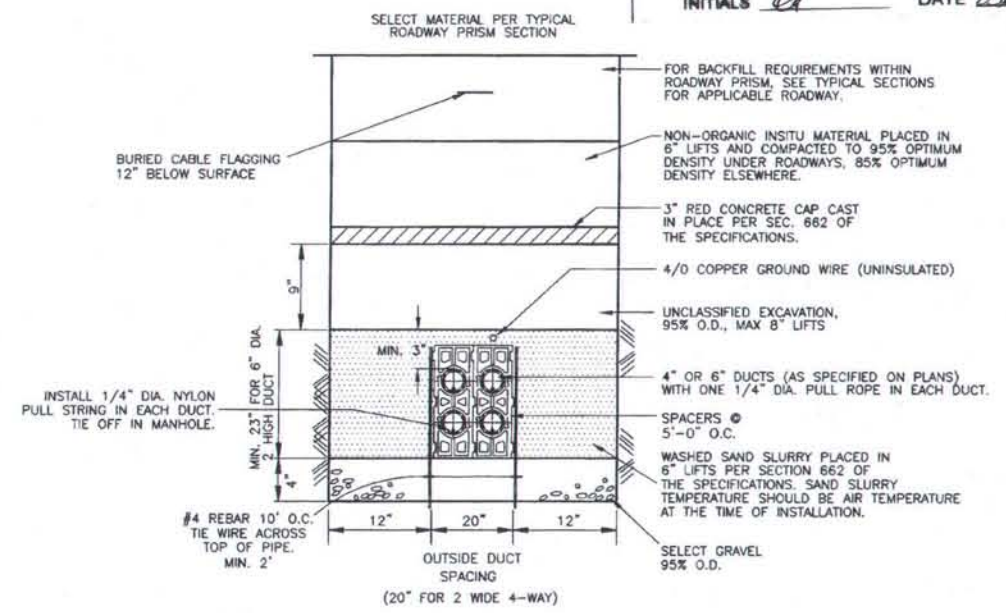
  

BASES & TOPS				
SIZE	CAT.#	A	C	
6" PIPE - SPACER SIZE	6x3	6.4"	9.8"	
4" PIPE - SPACER SIZE	4x2	5.3"	6.5"	



NOTES:  
1. SPACERS SHALL BE INSTALLED AT 5'-0" MAXIMUM SPACING.  
2. THE SPACERS DETAILED ABOVE ARE MANUFACTURED BY CARLON. SUBSTITUTE SPACERS SHALL REQUIRE THE ENGINEER'S APPROVAL.

**PIPE SPACER, BASE, & TOP**  
NTS



NOTES:  
1. SPACERS TO BE ANCHORED TO REBAR DRIVEN INTO THE GROUND TO AVOID FLOATING DURING INSTALLATION.

**4-WAY 2 WIDE DUCT BANK SECTION**  
NTS STATION "OS" 3+61 TO "OS" 37+25



DATE	REVISION	BY

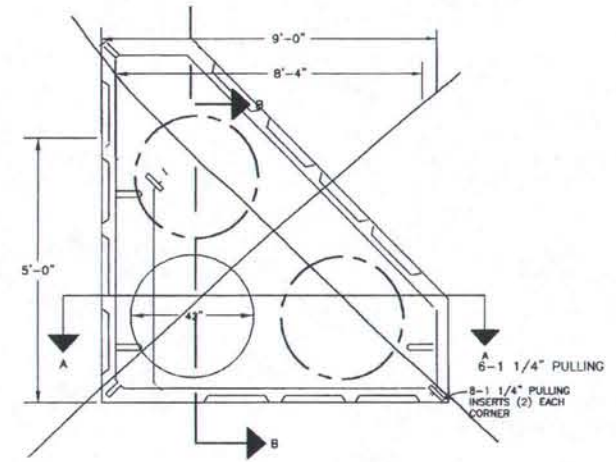
DESIGNED: C. HAIGH	APPROVED
DRAWN: STOSH	
CHECKED: C. HAIGH	CITY ENGINEER
DATE: MAY 1999	FILE NO. D12

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

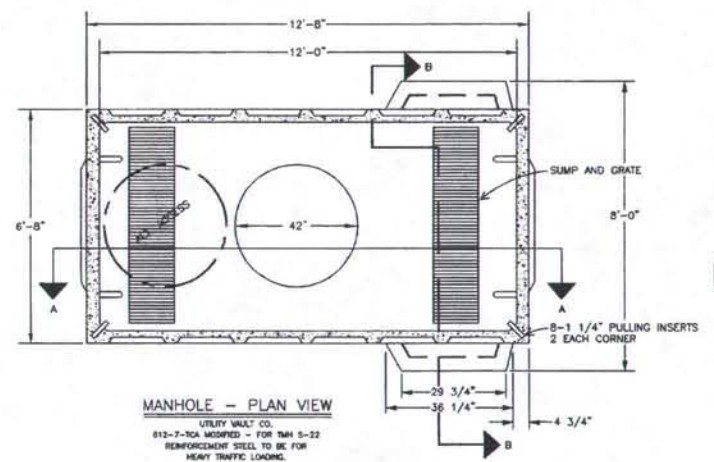
OLD STEESE HIGHWAY RECONSTRUCTION  
DUCTBANK DETAILS

DB12  
DUCT BANK

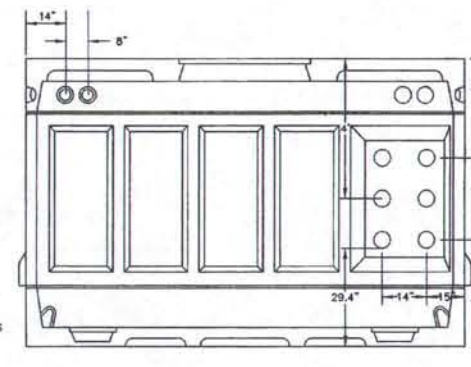
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	80	124



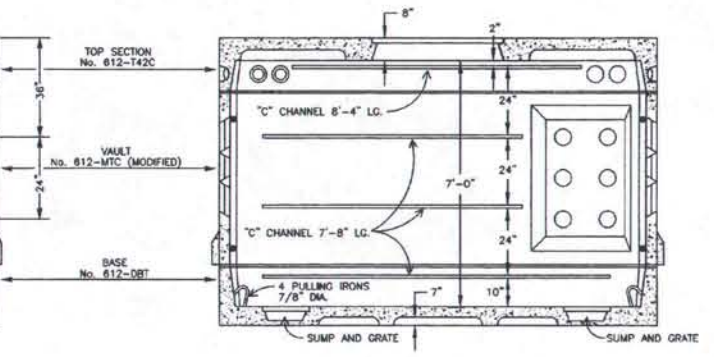
MANHOLE - PLAN VIEW  
UTILITY VAULT CO.  
LAB-1A MODIFIED  
REINFORCEMENT STEEL TO BE FOR  
HEAVY TRAFFIC LOADING



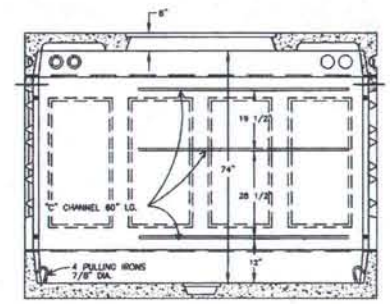
MANHOLE - PLAN VIEW  
UTILITY VAULT CO.  
612-7-TCA MODIFIED - FOR MH S-32  
REINFORCEMENT STEEL TO BE FOR  
HEAVY TRAFFIC LOADING



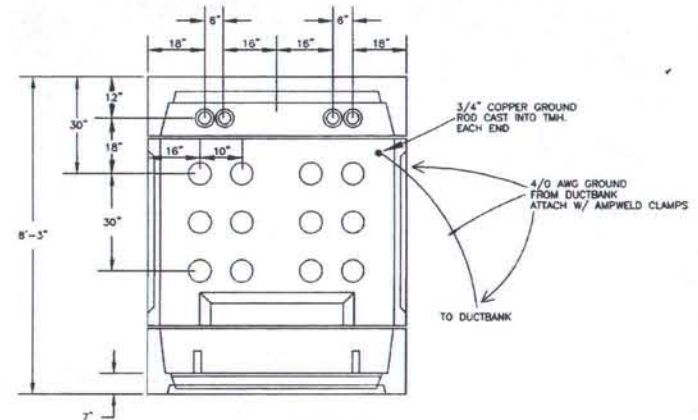
SIDE ELEVATION  
612-7-TCA



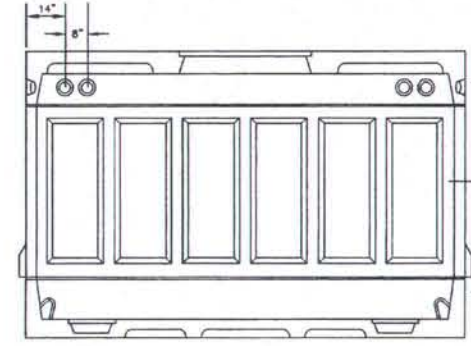
SECTION A-A  
612-7-TCA



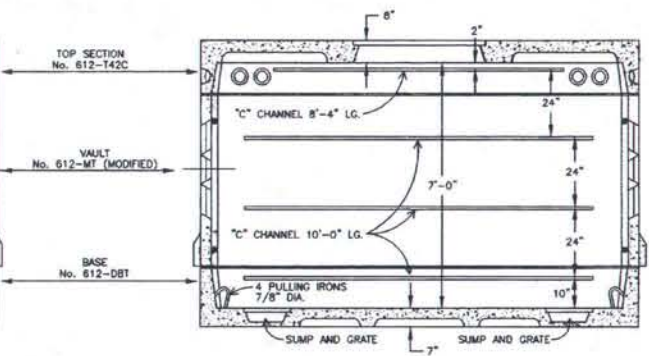
END ELEVATION  
4884-T42E



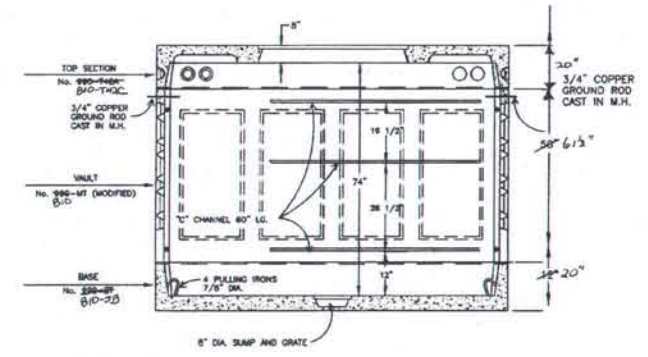
END ELEVATION  
612-7-TCA & TA  
SIDE EXTENSIONS NOT  
SHOWN OF TCA



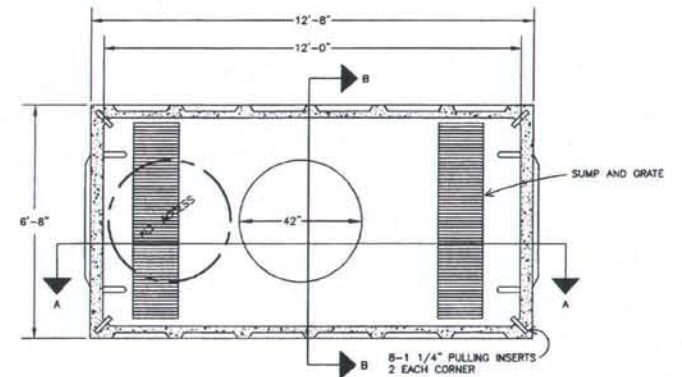
SIDE ELEVATION  
612-7-TA



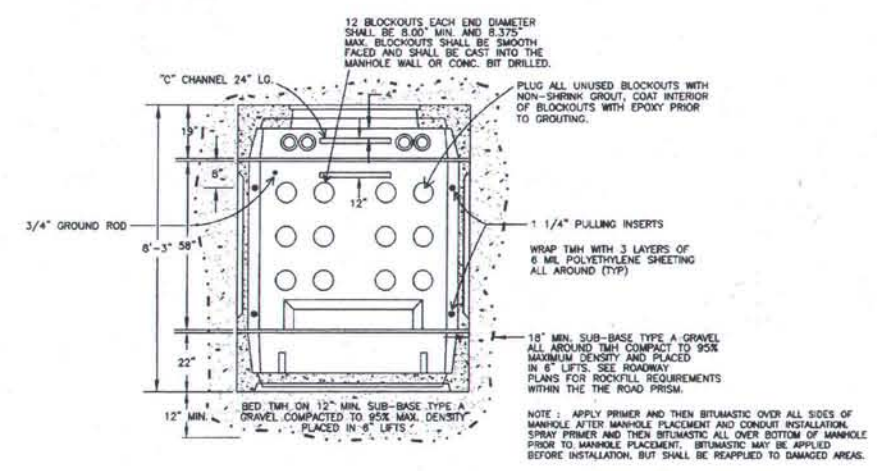
SECTION A-A  
612-7-TA



SECTION A-A  
810-990 TA MOD  
FOR MH NS-19



MANHOLE - PLAN VIEW  
UTILITY VAULT CO.  
612-7-TA MODIFIED  
REINFORCEMENT FOR  
HEAVY TRAFFIC LOAD



TYPICAL DETAILS FOR TELEPHONE MANHOLES  
612-7-TCA SIDE EXTENSIONS NOT SHOWN  
DIMENSIONS DIFFER FOR 990-TA

**AS-BUILT PLANS**  
INITIALS \_\_\_\_\_ DATE 03/26/04



DATE	REVISION	BY

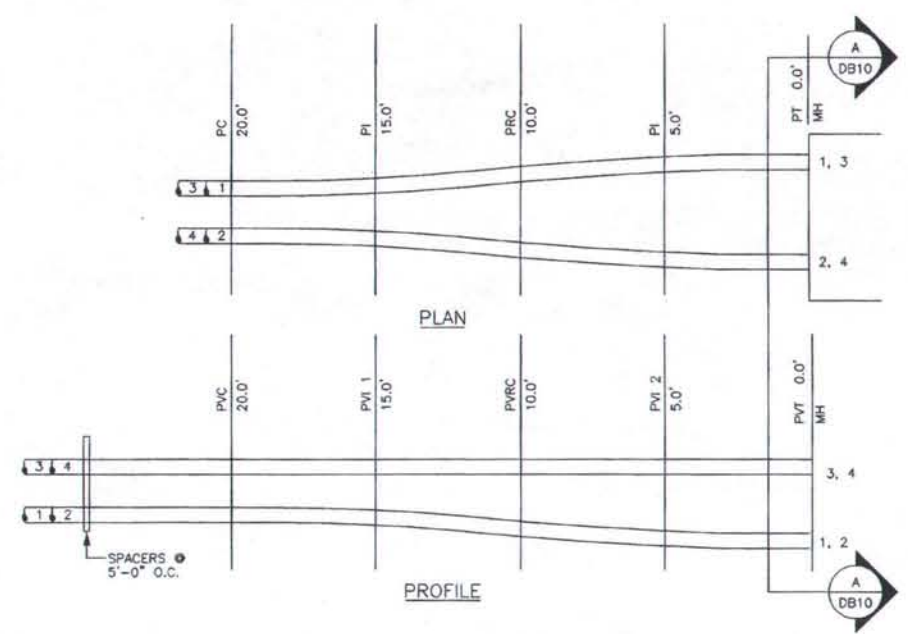
DESIGNED: C. HAIGH	APPROVED
DRAWN: STOSH	_____
CHECKED: C. HAIGH	CITY ENGINEER
DATE: MAY 1999	FILE NO. D13

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
DUCTBANK DETAILS

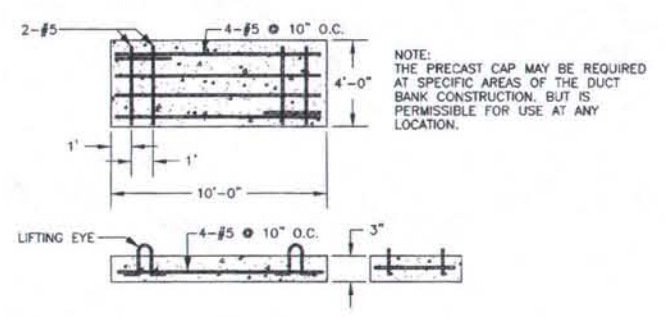
DB13  
DUCT BANK

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	81	124



**TYPICAL 4-WAY 2 WIDE SPLAY**

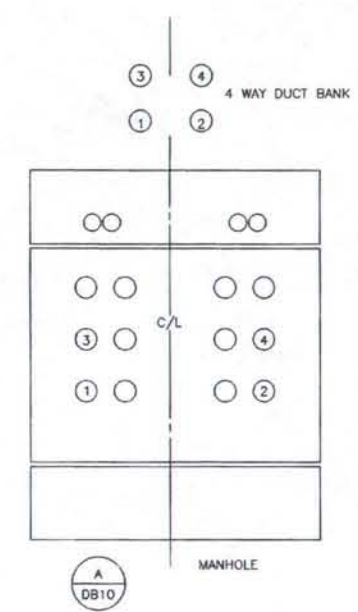
NTS  
 DUCTS SLOPE TOWARD THE SHOWN MH IN THE ABOVE PROFILE. FOR A SLOPE AWAY FROM THE MH THE TOP DUCT WILL SPLAY DOWN IN THE PROFILE AND THE BOTTOM DUCTS WILL MAINTAIN THE SLOPE OF THE DUCT BANK.



**PRECAST RED CONCRETE CAP**

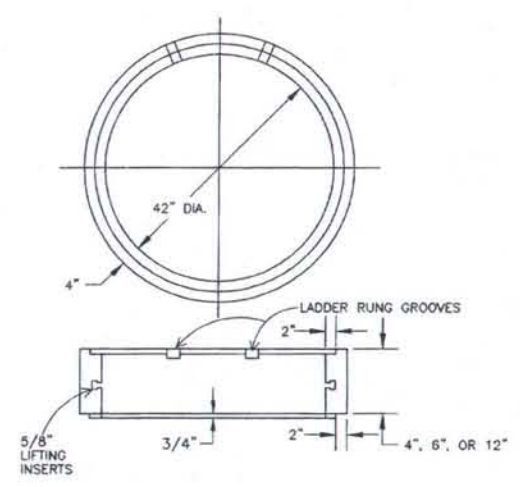
NTS

NOTE: THE PRECAST CAP MAY BE REQUIRED AT SPECIFIC AREAS OF THE DUCT BANK CONSTRUCTION, BUT IS PERMISSIBLE FOR USE AT ANY LOCATION.



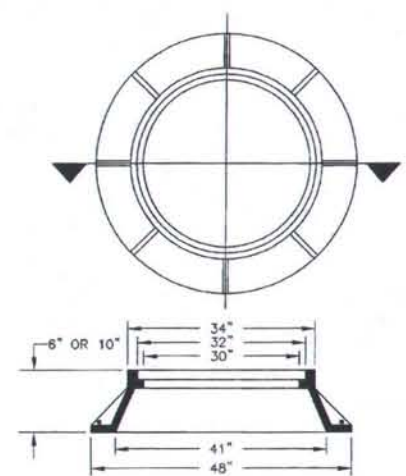
**4-WAY 2 WIDE DUCT TO MANHOLE CONFIGURATION (TYP)**

NTS  
 IF SPECIFIED PENETRATIONS COULD BE UP ONE HOLE IN THE MIDDLE SECTION OF THE MANHOLE.



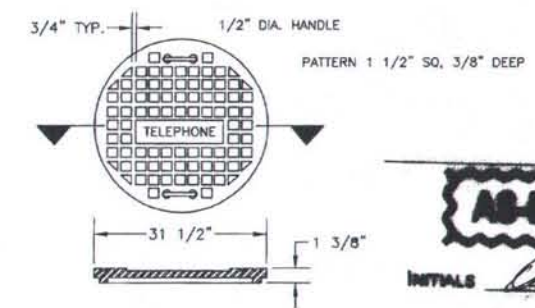
**MANHOLE RISERS**

NTS  
 UTILITY VAULT CO. MODELS 4204, 4206, & 4212  
 NOTE: RISERS MAY BE USED SINGLY OR IN MULTIPLES FOR DESIRED HEIGHT.



**MANHOLE COVER FRAME**

NTS  
 IFCO NO. 716-4, 716-5 OR EQUAL



**MANHOLE COVER**

NTS  
 IFCO 718-3, 718-4  
 HEAVY TRAFFIC COVER

**AS-BUILT PLAN**  
 INITIALS *[Signature]* DATE *05/16/02*



DATE	REVISION	BY

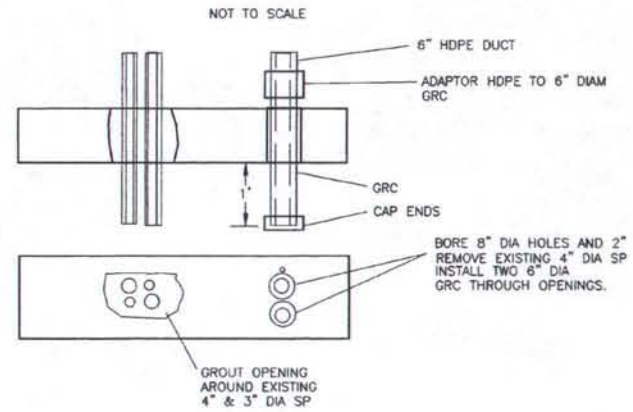
DESIGNED: C. HAIGH	APPROVED
DRAWN: STOSH	
CHECKED: C. HAIGH	CITY ENGINEER
DATE: MAY 1999	FILE NO. D14

**CITY OF FAIRBANKS, ALASKA**  
 ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
 DUCTBANK DETAILS

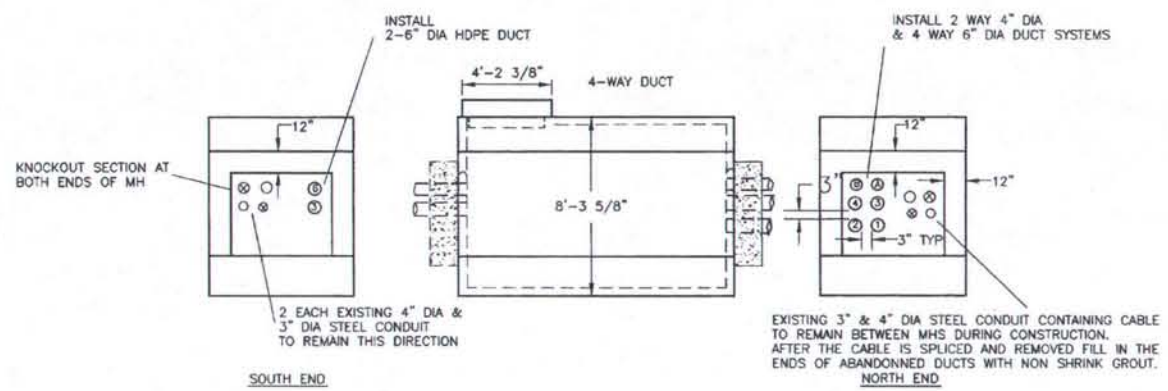
DB14  
 DUCT BANK

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	82	124



**BRIDGE DETAIL**

NTS

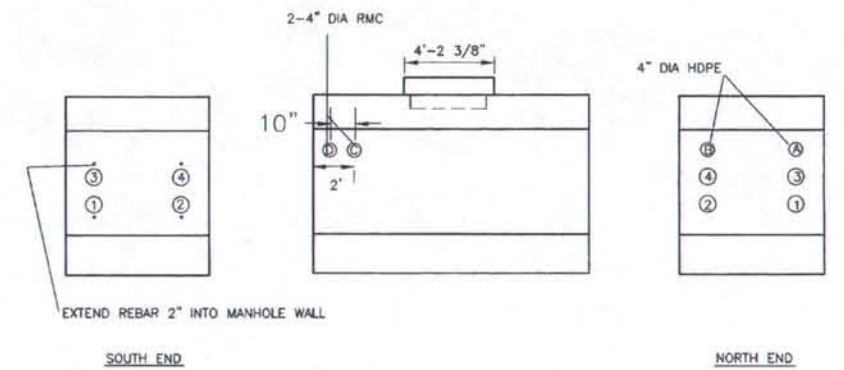


**TELEPHONE MANHOLE 15 (INTERCEPT, UTILITY VAULT CO. 612-7-TA MODIFIED)**

NTS

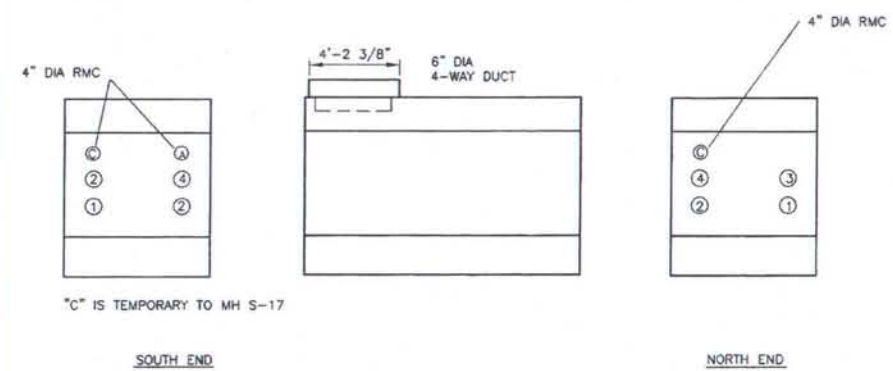
NOTES:

INSTALL MANHOLE OVER EXISTING TWO 4" DIA AND TWO 3" DIA STEEL CONDUIT. REMOVE EXISTING CONDUIT WITHIN MH. USE CAUTION TO AVOID DAMAGE TO CABLES. BEVEL INSIDE ENDS OF CONDUIT. SEE SHEET DB16 HDPE ENTRANCE DETAIL. FIELD INSTALLED CONCRETE NOT SHOWN ON END DRAWINGS.



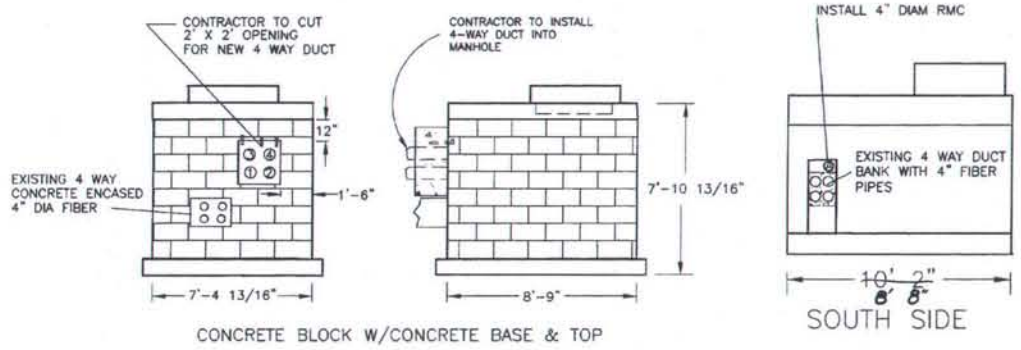
**TELEPHONE MANHOLE 16 (UTILITY VAULT CO. 612-7-TA MODIFIED)**

NTS



**TELEPHONE MANHOLE NS-17 (UTILITY VAULT CO. 612-7-TA MODIFIED)**

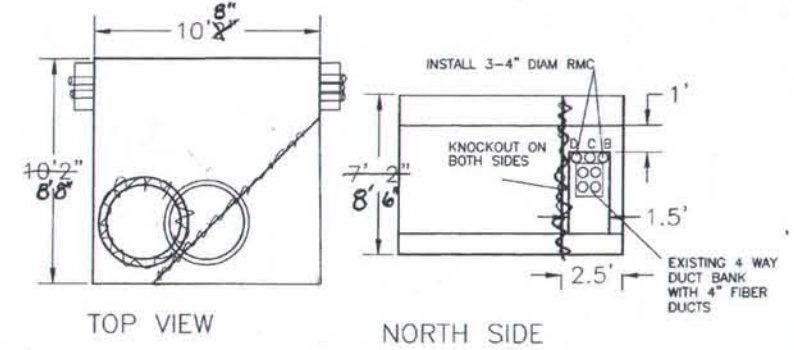
NTS



**EXISTING TELEPHONE MANHOLE S18**

NTS

ADJUST MH LID. CONTRACTOR TO CUT 2'x2' HOLE INTO EXISTING MANHOLE. NEW 4 WAY DUCT (WITH 6" HDPE) TO BE SPACED AT PENETRATION SAME AS IN DUCT BANK. SEE SHEET DB 16 HDPE DUCTS ENTERING AT INTERCEPTION MH DETAIL.



**INTERCEPT TELEPHONE MANHOLE NS-19 (UTILITY VAULT 990-TA MODIFIED)**

NTS

REMOVE CONCRETE AND STEEL FROM DUCT WHERE MH TO BE PLACED. DUCTS TO BE REMOVED WITHIN MANHOLE WITH ENDS FLUSH WITH WALL. REINFORCE DUCT IN CONCRETE & EXTEND BARS DOWN AT ENTRANCE 1'. CONCRETE INSTALLED IN FIELD AROUND KNOCKOUT PENETRATION NOT SHOWN IN SIDEWALK. SEE DETAIL SHEET DB 16 HDPE DUCT ENTRANCED DETAIL. PROTECT EXISTING CABLE.

**AS-BUILT PLANS**

INITIALS *CH* DATE *5/20/99*



DATE	REVISION	BY

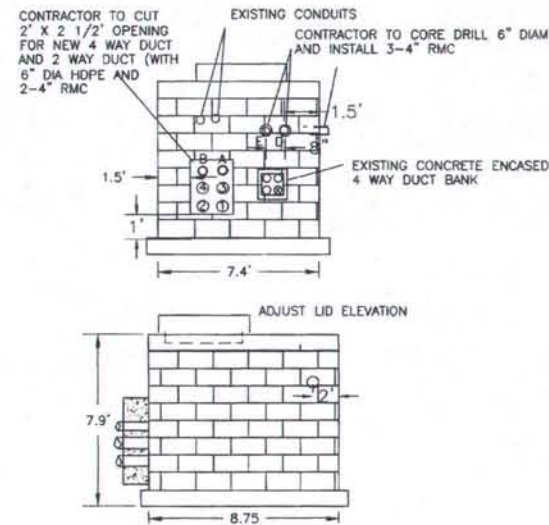
DESIGNED: C. HAIGH	FILE NO. D15
DRAWN: STOSH	
CHECKED: C. HAIGH	
DATE: MAY 1999	

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
DUCTBANK DETAILS

DB15  
DUCT BANK

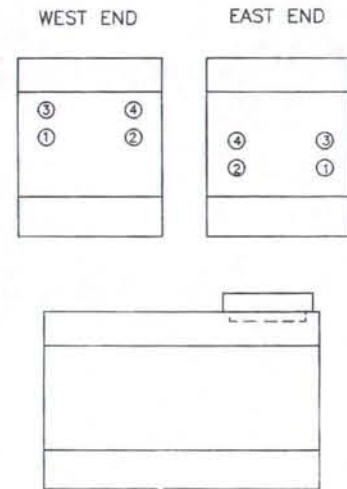
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	83	124



**EXISTING TMH NS-20**

NTS

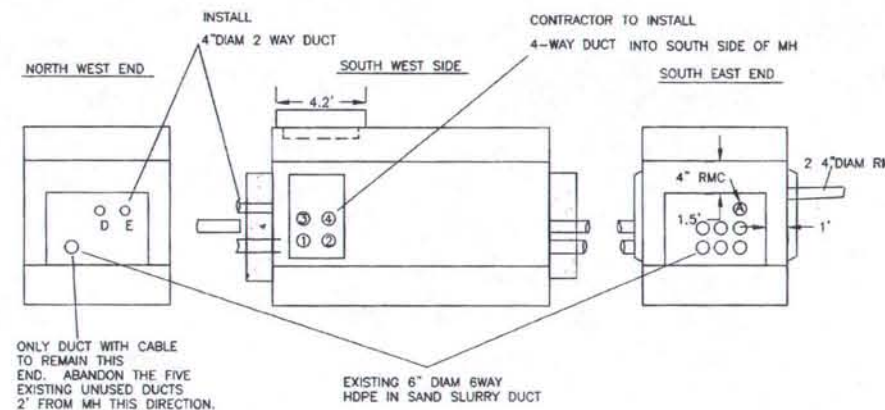
CONTRACTOR TO MODIFY EXISTING BLOCK MANHOLE. CONNECT MH TO 4-WAY (WITH 6" DIA HDPE) DUCT BANK AND 5-4" RMC. SEE HDPE DUCT ENTRANCE DETAILS FOR 2'x2' 1/2' OPENING.



**TMH NS-21**

UTILITY VAULT MODEL 612-TA MODIFIED

NTS



**TMH NS-22 INTERCEPT**

UTILITY VAULT COMPANY #612-7-TCA MODIFIED

NTS

INSTALL MH OVER EXISTING CONDUIT DUCT BANK (A SIX-WAY WITH 6" DIA HDPE IN SAND SLURRY). CONTRACTOR TO TERMINATE SIX EXISTING DUCTS FROM SE IN THE SE END OF MANHOLE. PIPE TO BE REMOVED FROM AROUND EXISTING CABLE THROUGH MANHOLE. THIS CABLE AND CONDUIT TO CONTINUE TMH S20.

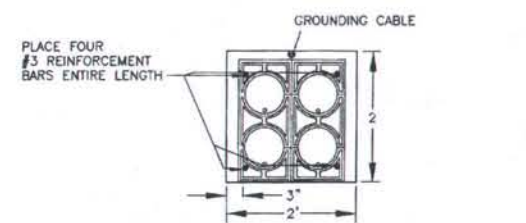
**HDPE DUCTS ENTRANCE DETAIL AT INTERCEPT MH**

NTS

DETAIL ALSO FOR DUCT ENTRANCE AT INTERCEPT MANHOLE (SEE TMH NS-20 AND TMH S-18), AND RMC AT THE INTERCEPT ON THIS MANHOLE (SEE TMH NS-20 AND NS-22).

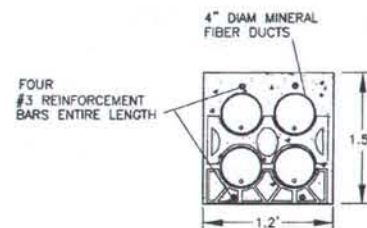
**AS BUILT PLANS**

INITIALS *[Signature]* DATE *02/01/00*



**TYPE W CONCRETE MINIMUM 2' WIDE x 2' HIGH CONCRETE ENCASEMENT**

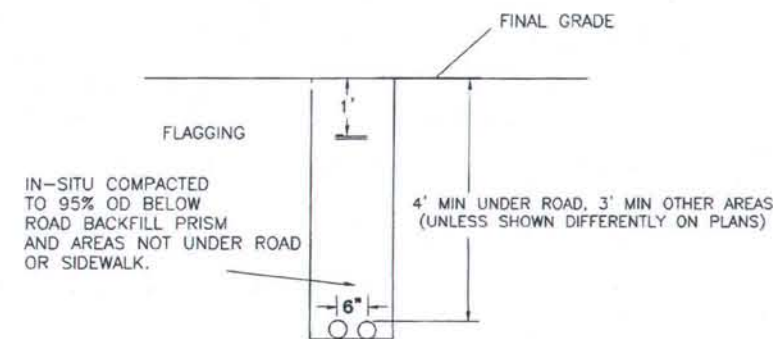
NTS



**EXISTING CONCRETE ENCASED 4-WAY DUCT**

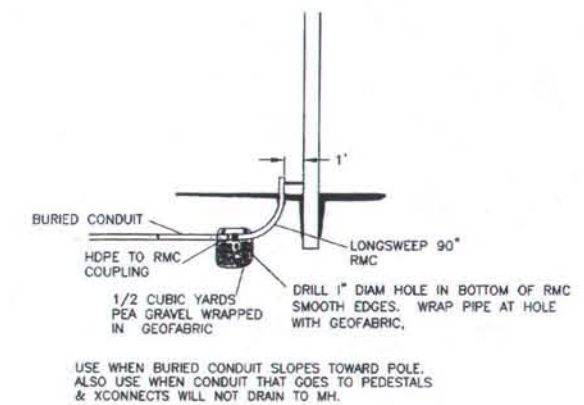
NTS

NOTE: THIS DETAIL FROM ORIGINAL PLANS. ACTUAL THICKNESS OF CONCRETE MAY BE GREATER THAN SHOWN.



**TRENCH DETAIL FOR 4" RMC (GIP OR GRC)**

UPPER SURFACE COMPACTION AND MATERIALS TO MATCH TYPICAL SECTION FOR PARTICULAR CROSSING. CONTRACTOR RESPONSIBLE FOR OSHA DITCH SAFETY REQUIREMENTS. THIS DETAIL ALSO FOR SINGLE RMC.



**DRAINING SWEEP AT POLE**

NTS

SWEEP TO EXTEND 6" ABOVE GROUND SURFACE FOR PEDESTAL AND POLE. AT SAI, THIS DISTANCE SHALL BE 12".



DATE	REVISION	BY

DESIGNED: C. HAIGH	APPROVED
DRAWN: STOSH	
CHECKED: C. HAIGH	CITY ENGINEER
DATE: MAY 1999	FILE NO. D16

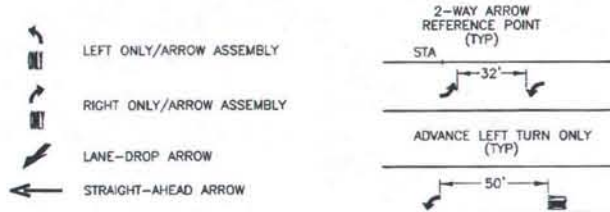
**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
DUCTBANK DETAILS

**DB16**  
DUCT BANK

TRAFFIC MARKING KEY

4"W	4" WHITE LINE	8"W	8" WHITE LINE
4"WS	4" WHITE SKIP LINE (6/18 SKIP PATTERN)	24"W	24" WHITE LINE
4"Y	4" YELLOW LINE	STD	SEE STANDARD DRAWING
4"YS	4" YELLOW SKIP LINE (6/18 SKIP PATTERN)	M	MATCH EXISTING LINES
4"DY	4" DOUBLE YELLOW LINE	18"Y	18" SOLID YELLOW LINE

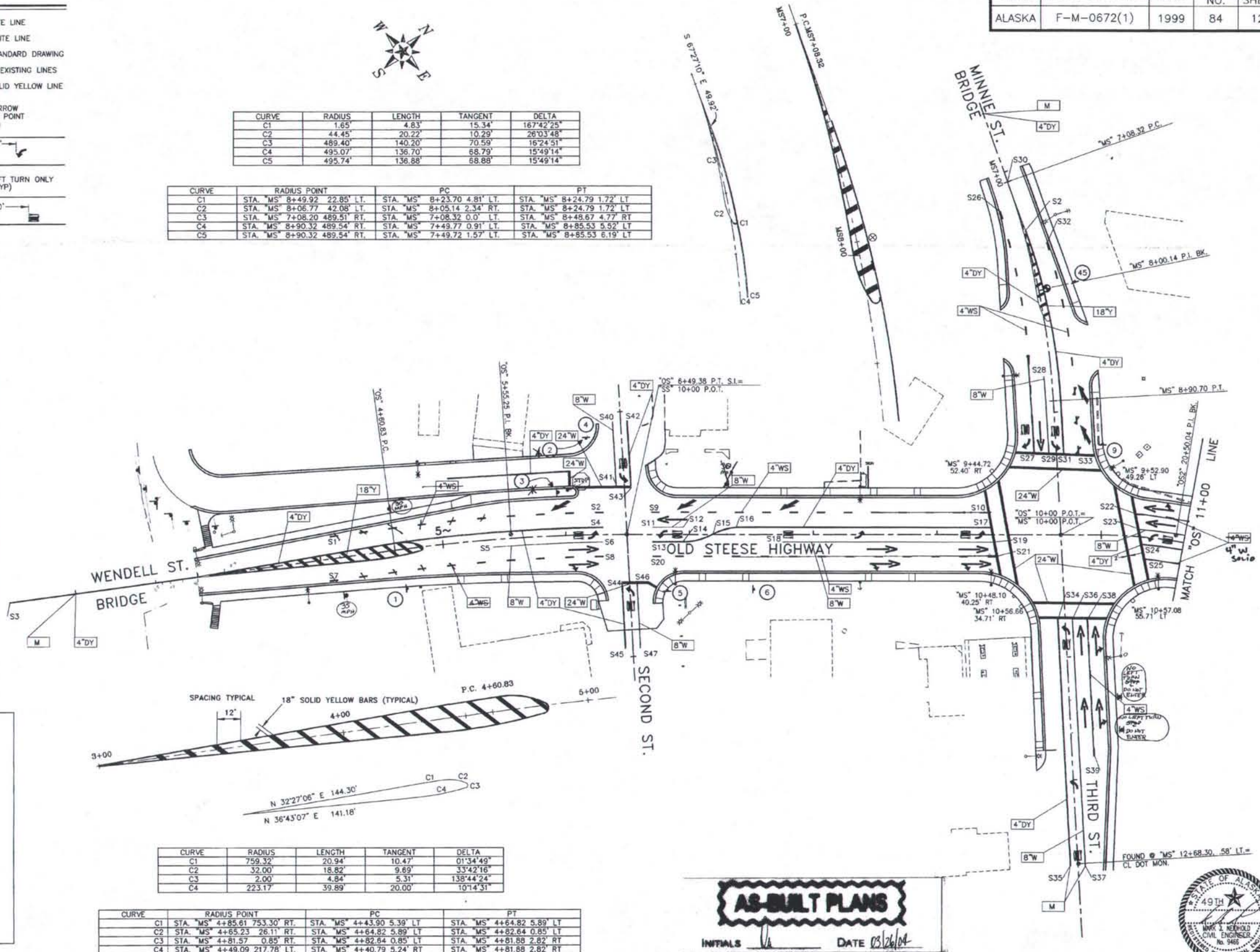


STRIPING STATIONS AND OFFSETS

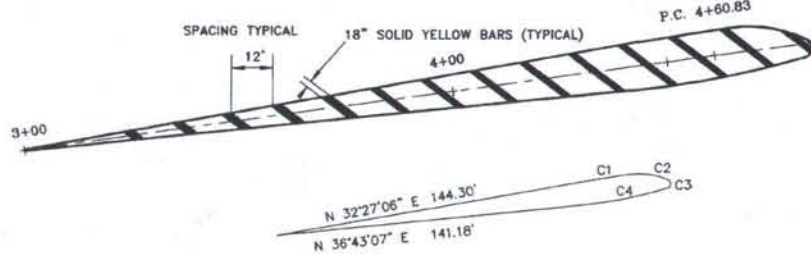
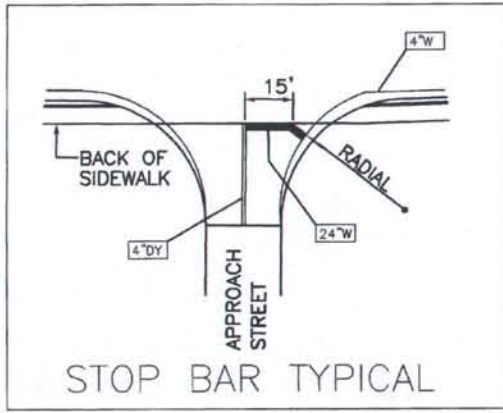
STRIPE	TYPE	COMMENTS	STATION, OFFSET
S1-S2	4"WS	BEGIN	OS 4+10.33, 22.85' LT
		END	OS 6+30.14, 18.00' LT
S3-S4	4"DY	BEGIN	OS 0+99.80, 0.00'
		END	OS 6+30.01, 6.00' LT
S5-S6	8"W	BEGIN	OS 5+38.70, 6.00' RT
		END	OS 6+29.93, 6.00' RT
S7-S8	4"WS	BEGIN	OS 4+05.63, 18.00' RT
		END	OS 6+29.82, 18.00' RT
S9-S10	4"WS	BEGIN	OS 6+59.21, 18.00' LT
		END	OS 9+41.19, 18.00' LT
S11-S12	8"W	BEGIN	OS 6+70.82, 6.00' LT
		END	OS 6+94.95, 6.00' LT
S13-S17	4"DY	BEGIN	OS 6+69.95, 6.00' RT
S14	PCC	PC	OS 6+69.95, 6.00' RT
S15	PCC	OS	OS 6+94.11, 0.00'
S16	PT	OS	OS 7+13.07, 6.00' LT
		END	OS 9+43.51, 6.00' LT
S18-S19	8"W	BEGIN	OS 7+74.95, 6.00' RT
		END	OS 9+45.70, 6.00' RT
S20-S21	4"WS	BEGIN	OS 6+70.62, 18.00' RT
		END	OS 9+47.96, 18.00' RT
S22	4"WS	BEGIN	OS 10+50.20, 18.00' LT
S23	8"W	BEGIN	OS 10+63.50, 6.00' LT
S24	4"DY	BEGIN	OS 10+67.02, 6.00' RT
S25	4"WS	BEGIN	OS 10+70.76, 18.00' RT
S26-S27	4"WS	BEGIN	MS 7+29.41, 13.50' RT
		END	MS 9+40.59, 18.00' RT
S28-S29	8"W	BEGIN	MS 8+69.71, 6.00' RT
		END	MS 9+41.72, 6.00' RT
S30-S31	4"DY	BEGIN	MS 7+08.32, 0.00'
		END	MS 9+33.54, 6.00' LT
S32-S33	4"WS	BEGIN	MS 7+64.10, 15.00' LT
		END	MS 9+34.67, 18.00' LT
S34-S35	4"DY	BEGIN	MS 10+88.43, 6.00' RT
		END	MS 12+69.81, 6.00' RT
S36-S37	8"W	BEGIN	MS 10+69.24, 6.00' LT
		END	MS 11+81.08, 6.00' LT
S38-S39	4"WS	BEGIN	MS 10+70.08, 18.00' LT
		END	MS 11+81.08, 18.00' LT
S40-S41	8"W	BEGIN	SS 9+07.36, 6.00' RT
		END	SS 9+59.94, 6.00' RT
S42-S43	4"DY	BEGIN	SS 9+07.36, 6.00' LT
		END	SS 9+62.54, 6.00' LT
S44-S45	4"DY	BEGIN	SS 10+38.08, 6.00' RT
		END	SS 10+93.10, 6.00' RT
S46-S47	8"W	BEGIN	SS 10+40.69, 6.00' LT
		END	SS 10+93.07, 6.00' LT

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C1	1.65'	4.83'	15.34'	167°42'25"
C2	44.45'	20.22'	10.29'	26°03'48"
C3	489.40'	140.20'	70.59'	16°24'51"
C4	495.07'	136.70'	68.79'	15°49'14"
C5	495.74'	136.88'	68.88'	15°49'14"

CURVE	RADIUS POINT	PC	PT
C1	STA. MS 8+49.92 22.85' LT.	STA. MS 8+23.70 4.81' LT.	STA. MS 8+24.79 1.72' LT
C2	STA. MS 8+06.77 42.08' LT.	STA. MS 8+05.14 2.34' RT.	STA. MS 8+24.79 1.72' LT
C3	STA. MS 7+08.20 489.51' RT.	STA. MS 7+08.32 0.0' LT.	STA. MS 8+48.67 4.77' RT
C4	STA. MS 8+90.32 489.54' RT.	STA. MS 7+49.77 0.91' LT.	STA. MS 8+85.53 5.52' LT
C5	STA. MS 8+90.32 489.54' RT.	STA. MS 7+49.72 1.57' LT.	STA. MS 8+85.53 6.19' LT



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	84	124



CURVE	RADIUS	LENGTH	TANGENT	DELTA
C1	759.32'	20.94'	10.47'	01°34'49"
C2	32.00'	18.82'	9.69'	33°42'16"
C3	2.00'	4.84'	5.31'	138°44'24"
C4	223.17'	39.89'	20.00'	10°14'31"

CURVE	RADIUS POINT	PC	PT
C1	STA. MS 4+85.61 753.30' RT.	STA. MS 4+43.90 5.39' LT	STA. MS 4+64.82 5.89' LT
C2	STA. MS 4+65.23 26.11' RT.	STA. MS 4+64.82 5.89' LT	STA. MS 4+82.64 0.85' LT
C3	STA. MS 4+81.57 0.85' RT.	STA. MS 4+82.64 0.85' LT	STA. MS 4+81.88 2.82' RT
C4	STA. MS 4+49.09 217.78' LT.	STA. MS 4+40.79 5.24' RT	STA. MS 4+81.88 2.82' RT

AS-BUILT PLANS

INITIALS: [Signature]  
 DATE: 03/26/04



DATE	REVISION	BY
2/9/00	UPDATE POCKET LENGTHS / ADD SIGNS	MJN
1/14/00	MOVED SIGNS OFF UTILITY POLES	MJN
MAR 99	ADDED LT ONLY AT 2ND STREET INT	MJN
JAN 98	REVISED CROSSWALKS FOR ADA REQ	MJN
DATE	REVISION	BY

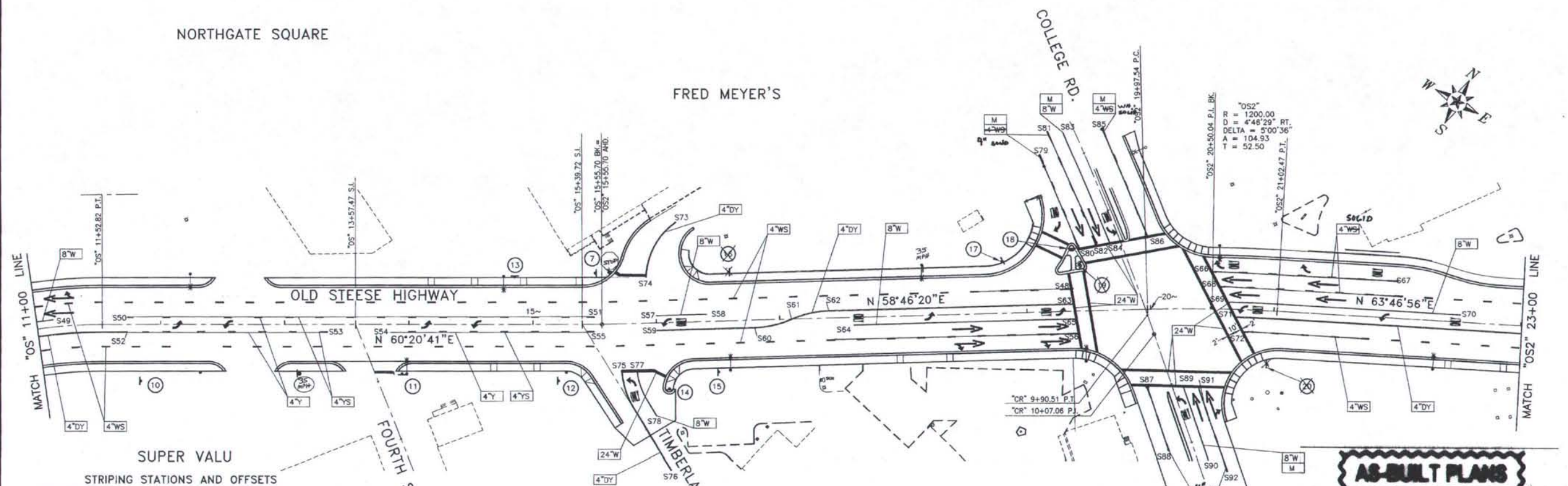
DESIGNED: WRS	FILE NAME: OS3ST1
DRAWN: STAFF	PLOT FACTOR: 40
CHECKED: GSC	FILE NUMBER:
DATE: FEB. 2000	SHEET ROTATION: 47°38'14"

CITY OF FAIRBANKS, ALASKA  
 ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
 STRIPING—STA."OS"3+00 TO STA."OS"11+00

T1

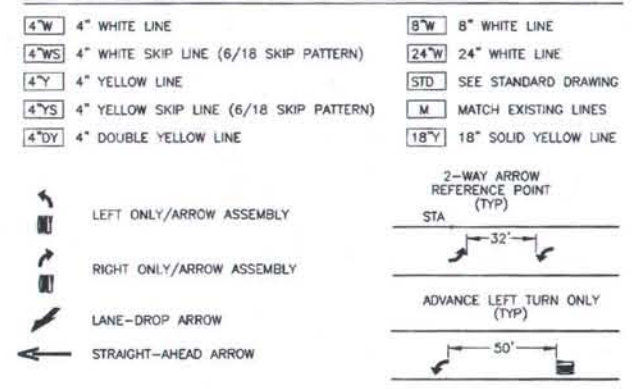
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	85	124



STRIPING STATIONS AND OFFSETS

STRIPE	TYPE	COMMENTS	STATION, OFFSET
S48	4"WS	END	"OS" 19+35.67, 18.00' LT
S49	8"W	END	"OS" 11+13.31, 6.00' LT
S50-S51	4"Y&4"YS	BEGIN	"OS" 11+23.31, 6.00' LT
		END	"OS" 15+49.60, 6.00' RT
S52-S53	4"DY	END	"OS" 11+73.01, 6.00' RT
		BEGIN	"OS" 11+73.01, 6.00' RT
		END	"OS" 13+34.99, 6.00' RT
S54-S55	4"Y&4"YS	BEGIN	"OS" 13+84.95, 6.00' RT
		END	"OS" 15+49.60, 6.00' RT
S56	4"WS	END	"OS" 19+40.79, 18.00' RT
S57-S58	8"W	BEGIN	"OS2" 16+00.00, 6.00' LT
		END	"OS2" 16+40.89, 6.00' LT
S59-S63	4"DY	BEGIN	"OS2" 16+00.00, 6.00' RT
		PC	"OS2" 6+79.58, 6.00' RT
S60			"OS2" 17+10.45, 0.00' LT
S61	PCC		"OS2" 17+59.58, 6.00' LT
S62	PT		"OS2" 19+37.56, 6.00' LT
		END	"OS2" 17+39.58, 6.00' RT
S64-S65	8"W	BEGIN	"OS2" 19+39.11, 6.00' RT
		END	"OS2" 20+50.20, 30.00' LT
S66-S67	4"WS	BEGIN	"OS2" 20+56.52, 18.00' LT
		END	"OS2" 21+96.00, 30.00' LT
S68	4"WS	BEGIN	"OS2" 20+56.52, 18.00' LT
S69-S70	8"W	BEGIN	"OS2" 20+63.07, 6.00' LT
		END	"OS2" 22+50.92, 6.00' LT
S71	4"DY	BEGIN	"OS2" 20+69.67, 6.00' RT
S72	4"WS	BEGIN	"OS2" 20+76.37, 18.00' RT
S73-S74	4"DY	BEGIN	"OS2" 16+18.18, 81.00' LT
		END	"OS2" 15+92.80, 37.00' LT
S75-S76	4"DY	BEGIN	"TD" 10+48.45, 8.00' LT
		END	"TD" 11+38.79, 0.00'
S77-S78	8"W	BEGIN	"TD" 10+56.35, 18.00' LT
		END	"TD" 10+94.87, 13.00' LT
S79-S80	4"WS	BEGIN	"CR" 8+36.52, 33.50' RT
		END	"CR" 9+19.41, 33.50' RT
S81-S82	4"WS	BEGIN	"CR" 8+21.78, 21.50' RT
		END	"CR" 9+22.18, 21.50' RT
S83-S84	8"W	BEGIN	"CR" 8+27.57, 9.50' RT
		END	"CR" 9+24.72, 9.50' RT
S85-S86	4"WS	BEGIN	"CR" 8+37.66, 21.50' LT
		END	"CR" 9+29.93, 21.50' LT
S87-S88	4"WS	BEGIN	"CR" 10+45.10, 19.50' RT
		END	"CR" 11+00.82, 19.50' RT
S89-S90	8"W	BEGIN	"CR" 10+55.51, 8.50' LT
		END	"CR" 11+18.00, 8.50' LT
S91-S92	4"WS	BEGIN	"CR" 10+76.60, 19.50' LT
		END	"CR" 11+31.35, 19.50' LT

TRAFFIC MARKING KEY



SIGNING NOTES

- PRIOR TO INSTALLING POSTS, THE CONTRACTOR SHALL LOCATE AND PROTECT ALL NEW AND EXISTING UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO, PIPELINES, INTERCONNECT CABLES, SIGNAL SYSTEMS, LIGHTING SYSTEMS, STORM AND SANITARY SEWERS, WATER SYSTEMS, AND TELEPHONE AND ELECTRICAL CABLES. NOT ALL EXISTING UTILITIES ARE SHOWN ON THE PLANS.
- OFFSET DISTANCES LISTED ARE FROM CENTERLINE TO CENTER OF SIGNPOST UNLESS NOTED OTHERWISE.
- EXISTING SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL NEW SIGNS ARE INSTALLED. THE CONTRACTOR'S OPERATION SHALL AT NO TIME LEAVE DUPLICATE OR CONFLICTING SIGNING.
- POST LENGTHS SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR USING CRITERIA FOR URBAN ROADS.
- SIGNS THAT PROJECT OVER OR WITHIN TWO FEET OF THE SIDEWALK SHALL HAVE A MOUNTING HEIGHT OF 8 FEET.
- EXISTING SIGNS AND POSTS LISTED FOR REMOVAL SHALL BE SALVAGED, SEPARATED AND TRANSPORTED TO THE CITY PUBLIC WORKS YARD AT 2121 PEGER ROAD AND STORED AS DIRECTED BY THE ENGINEER.
- EXISTING STREET NAME SIGNS SHALL BE REPLACED. NEW D3-1 SIGNS SHALL USE 4 INCH UPPER CASE, 3 INCH UPPER CASE, SERIES C LETTERING UNLESS OTHERWISE NOTED.
- WHEN TWO D3-1 SIGNS ARE TO BE LOCATED ON THE SAME POST, THE LONGER PANEL SHALL BE INSTALLED IN THE LOWER POSITION.
- SIGNS TO BE INSTALLED ON LIGHT POLES MAY REQUIRE TEMPORARY INSTALLATION ON 2 INCH PST UNTIL THE LIGHT POLES ARE IN PLACE. THIS WORK WILL BE CONSIDERED SUBSIDIARY TO ITEM 615(1).
- PERFORATED STEEL SIGN POSTS SHALL USE SLEEVE TYPE CONCRETE FOUNDATION OR SLEEVE TYPE SOIL EMBEDMENT (AS NOTED IN THE SIGN SCHEDULE), PER STANDARD DRAWING S30.01 FOR GROUND MOUNT LOCATIONS.
- SEE SIGNAL SIGN SUMMARY FOR LOCATION OF MAST ARM MOUNTED SIGNS.
- OVERHEAD SIGN MOUNTS SHALL BE DESIGNED USING 80 MPH DESIGN WIND SPEED.
- THE MINIMUM SIZE STAINLESS STEEL BANDING MATERIAL THAT MAY BE USED IS 3/4 INCH WIDE. ALL BANDING SHALL CONSIST OF TWO WRAPS OF BANDING MATERIAL.
- ALL SINGLE PST POST SIGNS WITH A WIDTH GREATER THAN 30 INCHES WILL REQUIRE SIGN BRACES AS DETAILED IN THE PLANS.
- ALL SIGNS MOUNTED ON THE LIGHTING POLES SHALL BE MOUNTED AS DETAILED IN THE PLANS.
- ALL PERMANENT STOP, YIELD, DO NOT ENTER, WRONG WAY AND SPEED LIMIT SIGNS BE FABRICATED WITH 3M HIGH-INTENSITY GRADE REFLECTIVE SHEETING MOUNTED ON 0.100" ALUMINUM BLANKS. ALL OTHER SIGNING SHALL BE 3M ENGINEER GRADE UNLESS OTHERWISE NOTED OR APPROVED EQUIVALENT.
- ALL GROUND MOUNTED SIGNS SHALL BE INSTALLED ON 2" X 2" PERFORATED STEEL TUBING (PST).
- TYPE 1 MARKERS SHALL HAVE 4'-0" CLEARANCE ABOVE ISLAND SURFACE.
- SIGN LOCATIONS ARE APPROXIMATE AND MAY REQUIRE ADJUSTMENT BY THE ENGINEER PARTICULARLY NEAR OBSTACLES, APPROACHES, POLES AND TREES.
- ALL D3-1 SIGNS SHALL HAVE THE MESSAGE ON BOTH SIDES OF THE PLATE. THE MEASUREMENT FOR PAYMENT SHALL BE THE SQUARE FEET OF THE SIGN FOR ONE SIDE ONLY. THE REFLECTIVE SHEETING SHALL BE 3M ENGINEER GRADE UNLESS OTHERWISE NOTED OR APPROVED EQUIVALENT.
- "NO PARKING" SIGNS ARE TO BE MOUNTED AT AN ANGLE OF 45 DEGREES TO THE CENTERLINE UNLESS OTHERWISE NOTED.
- EXCEPT AS SHOWN IN A D.O.T. DRAWING S-30.01, ALL SIGN POSTS SHALL BE A SINGLE SECTION OF PERFORATED STEEL TUBING. PIECING OF SEVERAL SECTIONS WILL NOT BE ALLOWED.
- THE FOLLOWING SIGN POST ABBREVIATIONS WERE USED IN THE SIGNING SUMMARY.
  - RUE = REUSE EXISTING SIGNS
  - UP = WOOD UTILITY POLE
  - SP = STEEL POLE (SIGNAL OR LIGHTING)
  - SW = SPAN WIRE(S)
  - PST = PERFORATED STEEL TUBING (2" MIN)

**AS-BUILT PLANS**

INITIALS *DL* DATE *2/2/00*



2/9/00	UPDATE POCKET LENGTHS / ADD SIGNS	MUN
1/14/00	MOVED SIGNS OFF UTILITY POLES	MUN
DATE	REVISION	BY

DESIGNED: WRS	FILE NAME: O555T2
DRAWN: STAFF	PLOT FACTOR: 40
CHECKED: GSC	FILE NUMBER:
DATE: FEB. 2000	SHEET ROTATION: 29°39'19"

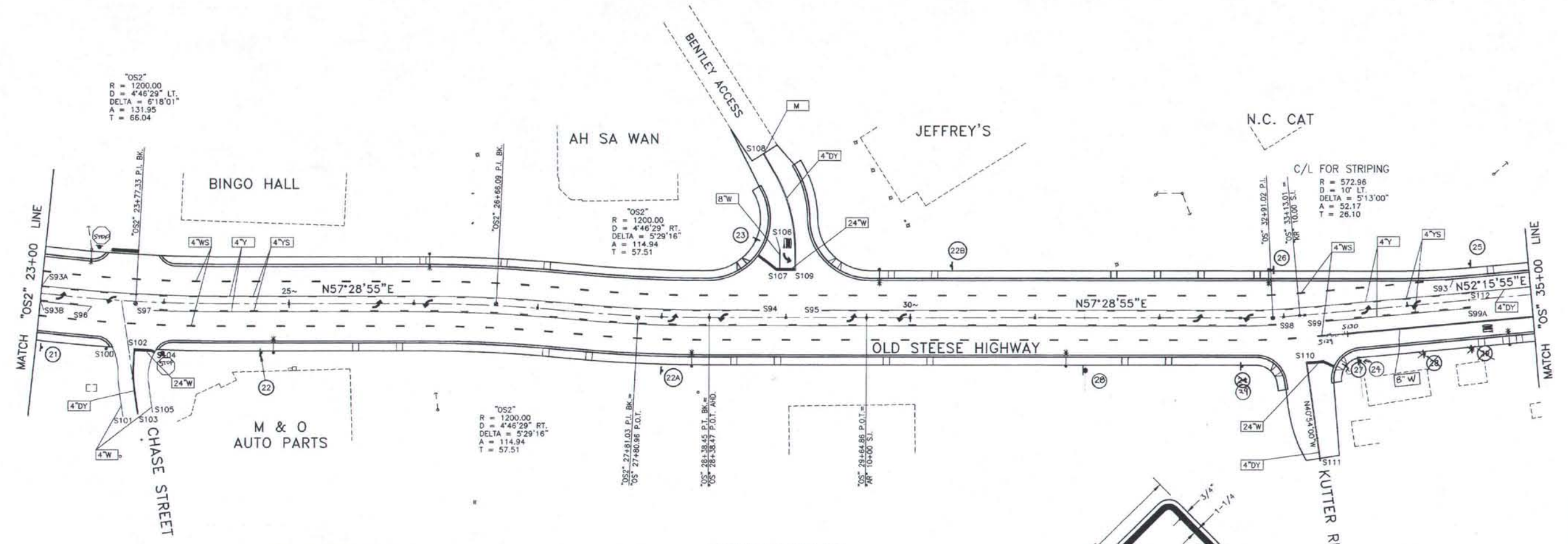
CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STRIPING - STA."OS"11+00 TO STA."OS2"23+00

T2



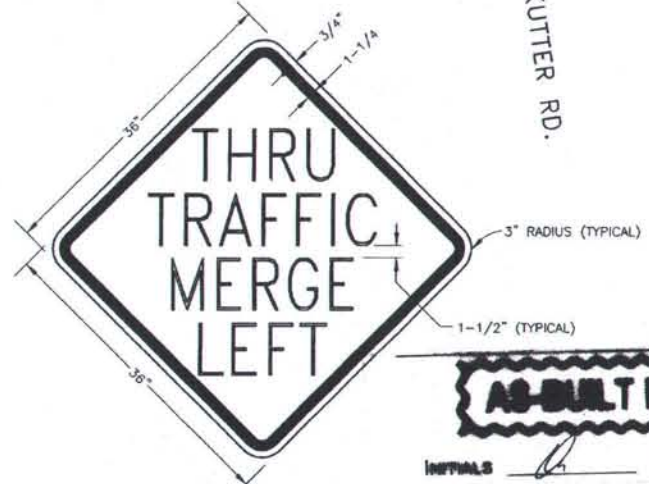
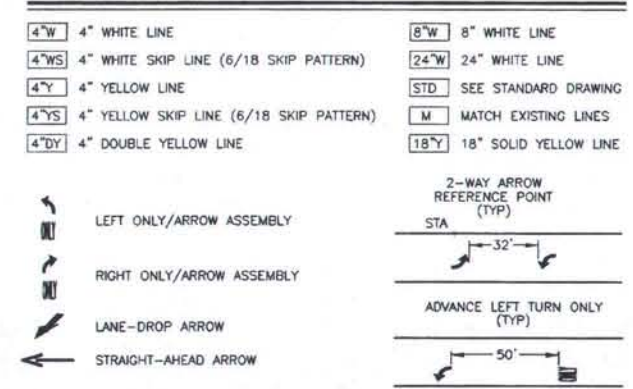
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	86	124



STRIPING STATIONS AND OFFSETS

STRIPE	TYPE	COMMENTS	STATION, OFFSET
S93	4 WS	END	OS 34+38.447, 18.00' LT
S93A	4 Y&4 YS	BEGIN	OS2 23+00.00, 6.00' LT
S93A	4 DY	END	OS2 23+00.00, 6.00' RT
S94	4 Y&4 YS	BEGIN	OS2 23+00.00, 6.00' RT
S94	4 Y&4 YS	END	OS 28+78.72, 6.00' LT
S95	4 Y&4 YS	BEGIN	OS 29+28.78, 6.00' LT
S96	4 Y&4 YS	END	OS2 23+42.38, 6.00' RT
S97-S98	4 Y&4 YS	BEGIN	OS2 23+92.12, 6.00' RT
		END	OS 32+93.37, 6.00' RT
S99	4 Y&4 YS	BEGIN	OS 33+33.43, 6.00' RT
S99A	4 Y&4 YS	END	OS2 34+50.00, 6.00' RT
S100-S101	4 W	BEGIN	CS 10+36.18, 12.50' RT
		END	CS 10+92.71, 12.00' RT
S102-S103	4 DY	BEGIN	CS 10+39.58, 4.50' LT
		END	CS 10+92.71, 0.00'
S104-S105	4 W	BEGIN	CS 10+43.15, 21.80' LT
		END	CS 10+92.71, 12.00' LT
S106-S107	8 W	BEGIN	OS 28+95.12, 55.00' LT
		END	OS 28+95.12, 40.00' LT
S108-S109	4 DY	BEGIN	OS 28+90.15, 132.50' LT
		END	OS 29+07.29, 38.00' LT
S110-S111	4 DY	BEGIN	OS 33+14.85, 37.00' RT
		END	OS 33+19.90, 118.50' RT
S112	4 Y&4 YS	END	OS 34+50.00, 6.00' LT
	4 DY	BEGIN	OS 34+50.00, 6.00' LT

TRAFFIC MARKING KEY



SPECIAL SIGN (CODE SP-1)

NOTES: USE BLACK 6" SERIES 'C' LETTERS ON YELLOW BACKGROUND  
USE 80% SPACING ON 'THRU' AND 'LEFT'

AS-BUILT PLANS

INITIALS: [Signature] DATE: 2/10/00



2/10/00	ADDED SIGNS PER COLLEEN	MJN
1/14/00	MOVED SIGNS OFF UTILITY POLES	MJN
DATE	REVISION	BY

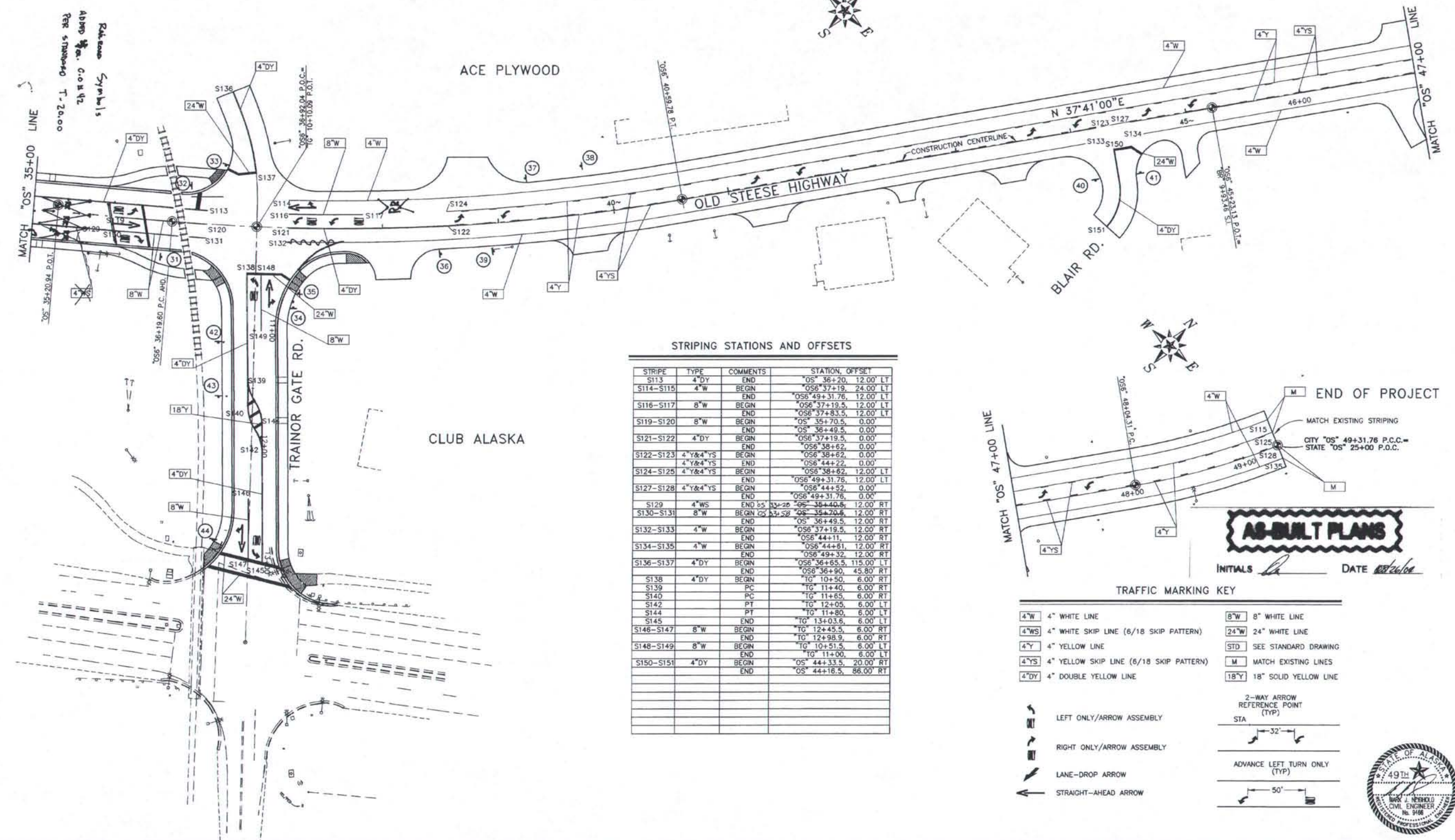
DESIGNED: WRS	FILE NAME: OSSST3
DRAWN: STAFF	PLOT FACTOR: 40
CHECKED: OSC	FILE NUMBER:
DATE: FEB. 2000	SHEET ROTATION: 32'31'05"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STRIPING - STA."OS2"23+00 TO STA."OS"35+00

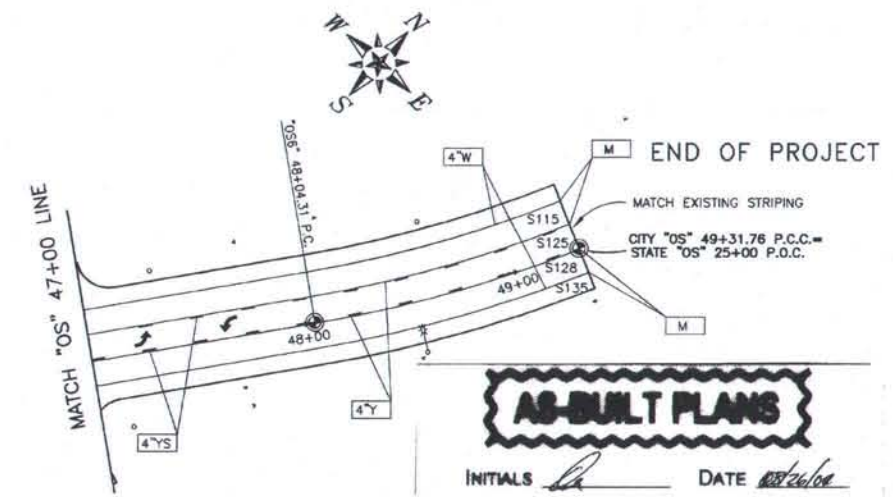
T3

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	87	124



STRIPING STATIONS AND OFFSETS

STRIPE	TYPE	COMMENTS	STATION, OFFSET
S113	4\"/>		



TRAFFIC MARKING KEY

4\"/>	4\"/>	4\"/>	4\"/>	8\"/>	8\"/>	24\"/>	24\"/>	STD	SEE STANDARD DRAWING		
4\"/>	4\"/>	4\"/>	4\"/>	4\"/>	4\"/>	M	MATCH EXISTING LINES	18\"/>	18\"/>		
		LEFT ONLY/ARROW ASSEMBLY				2-WAY ARROW REFERENCE POINT (TYP)				ADVANCE LEFT TURN ONLY (TYP)	
		RIGHT ONLY/ARROW ASSEMBLY				LANE-DROP ARROW				STRAIGHT-AHEAD ARROW	



2/10/00	UPDATED POCKET LENGTH / ALIGNMENT	MJN
1/17/00	REPLACED OVERHEAD SIGNS/UPDATE POCKETS	MJN
DATE	REVISION	BY

DESIGNED: WRS	FILE NAME: OSSST4
DRAWN: STAFF	PLOT FACTOR: 40
CHECKED: GSC	FILE NUMBER:
DATE: FEB. 2000	SHEET ROTATION: 42°30'04"

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STRIPING - E.O.P. TRAINER GATE RD.

T4

SIGNING SUMMARY

SIGN NO.	STATION	OFFSET	CODE NO.	LEGEND	SIZE (IN.)	THICK-NESS (IN.)	AREA (SQ FT)	MTG HT	DIR	POSTS			REMARKS
										TYPE	SIZE	NO.	
1	4+67	32 RT	R3-8L/S/SR		48x30	0.080	10.0	8	S	PST	2X2	1	-DRIVEN SLEEVE TYPE
2	07 6+18 4+80	76 08 LT	TWO W14-2P W14-2P		36x30 36x30	0.125 0.080	2.00 6.25	8	W E	PST	2X2	1	MOUNT BOTH SIGNS BETWEEN STOP SIGN AND STREET SIGNS ON PST FOR #4. -DRIVEN SLEEVE TYPE CHANGE ORDER 48
3	99 5+75	38 LT	R1-1		30x30	0.080	6.25	8	S	PST	2X2	1	-DRIVEN; SLEEVE TYPE
4	07 6+18	38 78 LT	D3-1 D3-1L R1-1	  	30 36x8 30x30	0.080 0.080 0.080	1.67 2.0 6.25	8	N/S E/W W	PST	2X2	1	SECURE TO END POST MOUNT SIGNS #2 BETWEEN STOP AND STREET SIGNS.
5	6+83	44 RT	D3-1 D3-1 R1-1	  	30 36x8 48x8 30x30	0.080 .125 0.080	1.67 2.0 6.25	8	N/S E/W E	PST	2X2	1	-DRIVEN; SLEEVE TYPE
6	7+52	39 RT	R3-8L/S/SR		48x30	0.080	10.0	8	S	PST	2X2	1	-DRIVEN; SLEEVE TYPE
7	15+54	39 RT	R3-202K R3-9B	  	24x12 24x36	0.080 0.080	2.00 6.00	8	N	PST	2X2	1	-DRIVEN; SLEEVE TYPE
9	10+34	77 LT	R5-2		30x30	0.080	6.25	8	E	PST	2X2	1	-DRIVEN; SLEEVE TYPE
10	11+80	39 RT	R7-202K R3-9B	  	24x12 24x36	0.080 0.080	2.00 6.00	8	S	PST	2X2	1	-DRIVEN; SLEEVE TYPE
11	13+96	39 RT	D3-1 R1-1	 	30 36x8 30x30	0.080 0.080	1.67 2.0 6.25	8	E	PST	2X2	1	-DRIVEN; SLEEVE TYPE
12	15+20	39 RT	R7-202M R3-9B	  	24x12 24x36	0.080 0.080	2.00 6.00	8	S	PST	2X2	1	-DRIVEN; SLEEVE TYPE

SIGNING SUMMARY

SIGN NO.	STATION	OFFSET	CODE NO.	LEGEND	SIZE (IN.)	THICK-NESS (IN.)	AREA (SQ FT)	MTG HT	DIR	POSTS			REMARKS
										TYPE	SIZE	NO.	
13	14+85	39 LT	R1-1		30x30	0.080	6.25	8	W	PST	2X2	1	-DRIVEN; SLEEVE TYPE
14	16+11	50 RT	D3-1 D3-1 R1-1	  	48x8 42x8 30x30	.125 .100 0.080	2.67 2.33 6.25	8	E	PST	2X2	1	-DRIVEN; SLEEVE TYPE
15	16+51	39 RT	R3-8L/S/SR		48x30	0.080	10.00	8	S	PST	2X2	1	-DRIVEN; SLEEVE TYPE
<del>16</del>	<del>16+61</del>	<del>40 LT</del>	<del>R3-9B</del>	<del>  </del>	<del>24x12 24x36</del>	<del>0.080 0.080</del>	<del>2.00 6.00</del>	<del>8</del>	<del>N</del>	<del>PST</del>	<del>2X2</del>	<del>1</del>	<del>-DRIVEN; SLEEVE TYPE</del> DELETED
17	18+88	46 LT	R1-2		36x36	0.080	3.90	8	NW	PST	2X2	1	-DRIVEN; SLEEVE TYPE
18	19+39	49 LT	W12-1 OM-1	 	24x24 18x18	0.080 0.080	4.00 2.25	8	W	PST	2x2	1	-DRIVEN; SLEEVE TYPE
<del>19</del>	<del>19+44</del>	<del>37 LT</del>	<del>R6-1L</del>	<del></del>	<del>36x12</del>	<del>0.080</del>	<del>3.00</del>	<del>8</del>	<del>N</del>	<del>SP</del>			<del>DELETED</del> MOUNT ON SIGNAL POLE 3
<del>20</del>	<del>20+96</del>	<del>51 RT</del>	<del>R6-1L</del>	<del></del>	<del>36x12</del>	<del>0.080</del>	<del>3.00</del>	<del>8</del>	<del>S</del>	<del>SP</del>			<del>DELETED</del> MOUNT ON SIGNAL POLE 1
21	23+00	39 RT	R7-202K R3-9B	  	24x12 24x36	0.080 0.080	2.00 6.00	8	S	PST	2X2	1	-DRIVEN; SLEEVE TYPE
22	24+80	39 RT	R2-1		30x36	0.080	7.50	8	S	PST	2X2	1	-DRIVEN; SLEEVE TYPE
22A	28+00	39 RT	R3-9B	 	24x36	0.080	6.00	8	S	PST	2X2	1	-DRIVEN; SLEEVE TYPE
22B	30+30	39 LT	R3-9B	 	24x36	0.080	6.00	8	N	PST	2X2	1	-DRIVEN; SLEEVE TYPE

APPENDUM NO. 1, ATTACHMENT NO. 24

**AS-BUILT PLANS**  
INITIALS: *[Signature]* DATE: *[Date]*



3/30/00	CHANGE MOUNTING HEIGHTS	MJN
2/11/00	CHANGE SIZES + LAYOUTS	BDW
2/9/00	MOVE SIGNS OFF UTILITY POLES	MJN
DATE	REVISION	BY

DESIGNED: WRS	FILE NAME: OSSST5
DRAWN: STAFF	PLOT FACTOR: 1
CHECKED: GSC	FILE NUMBER:
DATE: FEB 2000	SHEET ROTATION: N/A

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
TRAFFIC SIGN SUMMARY SHEET

T5

SIGNING SUMMARY

SIGN NO.	STATION	OFFSET	CODE NO.	LEGEND	SIZE (IN.)	THICKNESS (IN.)	AREA (SQ FT)	MTG HT	DIR	POSTS			REMARKS
										TYPE	SIZE	NO.	
23	28+75	60 LT	D3-1	OLD STEESE HWY	48x8	0.125	2.67	8	NW	PST	2X2	1	DRIVEN, SLEEVE TYPE
			D3-1	BENTLEY ACCESS	48x8	0.125	2.67						
			R1-1	STOP	30x30	0.080	6.25						
24	33+40 32+67	39 RT	W10-1	RX	36	0.080	9.00 7.07	8	S	PST	2X2	1	DRIVEN, SLEEVE TYPE
			R7-202K	BEGIN	24x12	0.080	2.00						
25	34+50	27 LT	R3-9B	CENTER LANE ONLY	24x36	0.100	6.00	8	N	PST	2X2	1	DRIVEN, SLEEVE TYPE
			R3-9B	CENTER LANE ONLY	24x36	0.100	6.00						
26	32+91	39 LT	R2-1	SPEED LIMIT 35	30x36	0.100	7.50	8	S	LP			MOUNT ON LUMINAIRE
27	33+47	43 RT	D3-1	KUTTER RD	30x8	0.080	1.67 2.0	8	SE	PST	2X2	1	DRIVEN, SLEEVE TYPE
			R1-1	STOP	30x30	0.080	6.25						
28	31+40 34+08	39 RT	SP-1	THRU TRAFFIC MERGE LEFT	36x36	0.100	9.00	8	S	PST	2X2	1	DRIVEN, SLEEVE TYPE SEE DETAIL ON SHEET 86
29	32+67 34+46	39 RT	R3-8L/S/R	CENTER LANE ONLY	48x30	0.125	10.00	8	S	PST	2X2	1	DRIVEN, SLEEVE TYPE
31	36+23	33 RT	R15-1	RAILSING CROSSROAD	48x48		RUE		S	SP	4	1	RELOCATE CROSSBUCK & FOUR WARNING LIGHTS DONE BY ALASKA RR
32	36+31	33 LT	R15-1	RAILSING CROSSROAD	48x48		RUE		N	SP	4	1	RELOCATE CROSSBUCK, SIX WARNING LIGHTS & BELL DONE BY ALASKA RR
33	36+60	53 LT	R1-1	STOP	30x30	0.080	6.25	8	NW	PST	2X2	1	DRIVEN, SLEEVE TYPE
34	37+24	69 RT	R1-1	STOP	30x30	0.080	6.25	8	SE	PST	2X2	1	DRIVEN, SLEEVE TYPE

NOTE: SIGNS DESIGNATED AS RE-USE EXISTING (RUE) ARE NOT INCLUDED IN THE SIGN AREA TOTALS. SEE SIGNALIZATION PLAN SHEETS FOR INTERSECTION SIGNS

3/30/00	UPDATED SIGN HEIGHTS	MJN
2/11/00	ADDED SIZES AND THICKNESSES	BDW
7/23/99	ADDED SIGNAL SHEET SIGN QUANTITIES	MJN
DATE	REVISION	BY

DESIGNED: WRS	FILE NAME: OSSST6
DRAWN: STAFF	PLOT FACTOR: 1
CHECKED: GSC	FILE NUMBER:
DATE: FEB. 2000	SHEET ROTATION: N/A

CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
TRAFFIC SIGN SUMMARY SHEET

T6

SIGNING SUMMARY

SIGN NO.	STATION	OFFSET	CODE NO.	LEGEND	SIZE (IN.)	THICKNESS (IN.)	AREA (SQ FT)	MTG HT	DIR	POSTS			REMARKS
										TYPE	SIZE	NO.	
35	37+29	56 RT	D3-1	OLD STEESE HWY	48x8	0.125	2.67	9		PST	2X2	1	DRIVEN, SLEEVE TYPE
			D3-1	TRAINOR GATE RD	48x8	0.125	2.67						
36	38+51	25 RT	R7-202K	BEGIN	24x12	0.080	2.00	7	S	PST	2X2	1	DRIVEN, SLEEVE TYPE
			R3-9B	CENTER LANE ONLY	24x36	0.100	6.00						
37	39+30	37 LT	R7-202M	END	24x12	0.080	2.00	7	N	PST	2X2	1	DRIVEN, SLEEVE TYPE
			R3-9B	CENTER LANE ONLY	24x36	0.100	6.00						
38	40+35	37 LT	W10-1	RX	36	0.080	9.00 7.07	7	N	LP			MOUNT ON LUMINAIRE
39	38+95	25 RT	R2-1	SPEED LIMIT 35	30x36	0.100	7.50	7	S	LP			MOUNT ON LUMINAIRE
40	44+15	50 RT	W14-1	DEAD END	30x30	0.080	6.25	7	W	PST	2X2	1	DRIVEN, SLEEVE TYPE
41	44+56	42 RT	D3-1	BLAIR RD	24x8	0.80	1.33 1.67	7	SE	PST	2X2	1	DRIVEN, SLEEVE TYPE
			D3-1	OLD STEESE HWY	48x8	0.125	2.67						
			R1-1	STOP	30x30	0.080	6.25						
42	TG 11+11	28 RT	W10-3	CROSSROAD	36x36	0.100	9.00	8	W	PST	2X2	1	DRIVEN, SLEEVE TYPE
43	TG 11+58	28 RT	R3-8L/SR	CENTER LANE ONLY	30x30	0.080	6.25	8	W	PST	2X2	1	DRIVEN, SLEEVE TYPE
44	TG 12+78	30 RT	R15-1	RAILSING CROSSROAD	48x48		RUE		W	SP	4	1	RELOCATE CROSSBUCK & FOUR WARNING LIGHTS DONE BY ALASKA RR
45	MS 7+89	30 LT	R2-1	SPEED LIMIT 30	30x36	0.100	7.50	8	SE	PST	2X2	1	DRIVEN, SLEEVE TYPE

TOTAL SQUARE FEET, SHEET T1	67.4	TOTAL SQUARE FEET, THIRD/MINNIE/OLD STEESE INTERSECTION (SHEET T1)	165.50
TOTAL SQUARE FEET, SHEET T2	83.9	TOTAL SQUARE FEET, COLLEGE/OLD STEESE INTERSECTION (SHEET T2)	118.50
TOTAL SQUARE FEET, SHEET T3	88.9	TOTAL SQUARE FEET, TRAINOR GATE/OLD STEESE INTERSECTION (SHEET T4)	27.0
TOTAL SQUARE FEET, SHEET T4	80.5	GRAND TOTAL SQUARE FEET, NEW SIGN	631.7

**AS-BUILT PLANS**  
INITIALS *LA* DATE *03/26/00*



APPENDUM NO. 1, ATTACHMENT NO. 25

### SIGNING SUMMARY

SIGN NO.	STATION	OFFSET	CODE NO.	LEGEND	SIZE (IN.)	THICKNESS (IN.)	AREA (SQ FT)	MTG HT	DIR	POSTS			REMARKS
										TYPE	SIZE	NO.	
	11+35	LT	R3-2 R5-1	NO LEFT TURN DO NOT ENTER	30x30 30x30		6.25 6.25	8 8	N S	PST	2x2	1	DIR. BBB
	11+62	LT	R3-2 R5-1	NO LEFT TURN DO NOT ENTER	30x30 30x30		6.25 6.25	8 8	N S	PST	2x2	1	DIR. BBB
	15+62	LT	R1-1	STOP	30x30	0.080	6.25	8	W	PST	2x2	1	DIR. DDD FRED MEYERS ENTRANCE
		RT	R1-1	STOP	30x30	0.080	6.25	8	E	PST	2x2	1	DIR. DDD CHASE ST
		LT	R1-1	STOP	30x30	0.080	6.25	8	W	PST	2x2	1	DIR DDD CHASE ST
	4+15	RT	R2-1	35 MPH	30x36	0.080	7.5	8	S	PST	2x2	1	DIR KKK
	13+10	RT	R2-1	35 MPH	30x36	0.080	7.5	8	S	PST	2x2	1	DIR KKK
		LT	R2-1	35 MPH	30x36	0.080	7.5	7	N				DIR KKK MOUNT ON 3RD ELECTROLIER SOUTH OF JDHANSEN EPWY
		LT	R2-1	35 MPH	30x36	0.080	7.5	7	N				DIR KKK MOUNT ON 2ND ELECTROLIER SOUTH OF SEEKINS DRIVE.
	18+10	LT	R2-1	35 MPH	30x36	0.080	7.5	8	N				DIR KKK USE SIDE MOUNT SIGN BRACKET ON ELECTROLIER
	4+60	LT	R2-1	30 MPH	30x36	0.080	7.5	8	N	PST	2x2	1	DIR KKK

### SIGNING SUMMARY

SIGN NO.	STATION	OFFSET	CODE NO.	LEGEND	SIZE (IN.)	THICKNESS (IN.)	AREA (SQ FT)	MTG HT	DIR	POSTS			REMARKS
										TYPE	SIZE	NO.	
			POLE 4	R10-12									USE POLE SIDE MOUNTED SIGN BRACKET DIR. LLL
	2+66	93LT	W1-8	CHEVRON TO RIGHT	18x24		3.0	7	N	PST	2x2	1	CHANGE ORDER 48
	2+70	78LT	W1-8	CHEVRON TO RIGHT	18x24		3.0	7	N	PST	2x2	1	
	2+77	65LT	W1-8 W1-8	CHEVRONS TO RIGHT TO LEFT	18x24 18x24		3.0 3.0	7 9	N W	PST	2x2	1	
	2+87	54LT	W1-8 W1-8	CHEVRONS TO RIGHT TO LEFT	18x24 18x24		3.0 3.0	7 9	N W	PST	2x2	1	
	2+99	45LT	W1-8	CHEVRON TO LEFT	18x24		3.0	9	W	PST	2x2	1	
	3+22	37LT	W1-8	CHEVRON TO LEFT	18x24		3.0	9	W	PST	2x2	1	

**AS-BUILT PLANS**

INITIALS *ca* DATE 02/26/02

TOTAL SQUARE FEET  
NEW SIGNS



DATE	REVISION	BY

DESIGNED:	FILE NAME: OSSSTGA
DRAWN:	PLOT FACTOR: 1
CHECKED:	FILE NUMBER:
DATE:	SHEET ROTATION: N/A

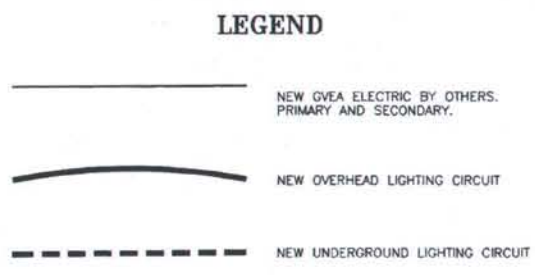
CITY OF FAIRBANKS, ALASKA  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
TRAFFIC SIGN SUMMARY SHEET

T7

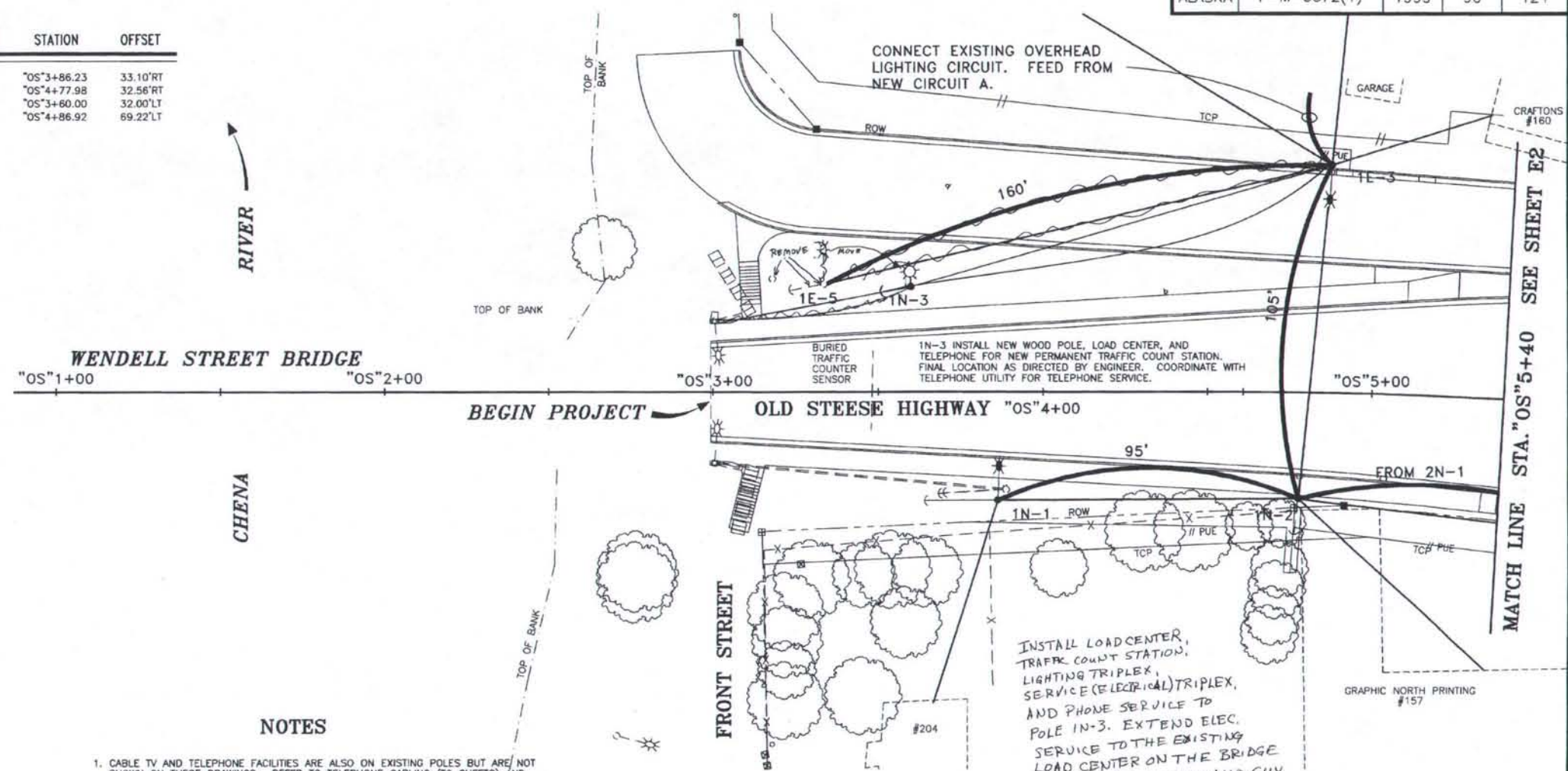
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	90	124

POLE#	STATION	OFFSET
1N-1	"OS"3+86.23	33.10'RT
1N-2	"OS"4+77.98	32.56'RT
1N-3	"OS"3+60.00	32.00'LT
1E-3	"OS"4+86.92	69.22'LT



**NOTES**

- CABLE TV AND TELEPHONE FACILITIES ARE ALSO ON EXISTING POLES BUT ARE NOT SHOWN ON THESE DRAWINGS. REFER TO TELEPHONE CABLING (TC SHEETS) AND TELEPHONE DUCTBANK (DB SHEETS) FOR TELEPHONE CABLING AND DUCTBANK WORK. ALLOW TIME FOR RELOCATION OF CABLE TV. COORDINATE SCHEDULE WITH CABLE COMPANY, OR THEIR REPRESENTATIVE, FOR RELOCATION OF CABLE TV FACILITIES.
- ILLUMINATION ITEMS SHOWN ON THESE DRAWINGS, SCHEDULES, AND DETAILS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE PAID FOR LUMP SUM AS BID ITEM 660(3) HIGHWAY LIGHTING SYSTEM COMPLETE.
- ALL WOOD POLES TO BE INSTALLED BY OTHERS UNLESS OTHERWISE NOTED.
- ALL METAL LIGHT STANDARDS AND JUNCTION BOXES TO BE INSTALLED UNDER THIS CONTRACT UNLESS LABELED EXISTING.
- ALL NEW OVERHEAD LIGHTING CIRCUIT SHALL BE #4 TRIPLEX.
- ALL NEW UNDERGROUND LIGHTING CIRCUIT SHALL BE 3-EACH #8 XHHW AND BARE COPPER GROUND, OF SIZE AND TYPE REQUIRED BY NATIONAL ELECTRIC CODE, IN 2" RMC.
- COORDINATE WITH GVEA FOR SERVICE TO NEW LOAD CENTERS.



INSTALL LOAD CENTER, TRAFFIC COUNT STATION, LIGHTING TRIPLEX, SERVICE (ELECTRICAL) TRIPLEX, AND PHONE SERVICE TO POLE 1N-3. EXTEND ELEC. SERVICE TO THE EXISTING LOAD CENTER ON THE BRIDGE ABUTMENT. ANCHOR AND GUY POLE 1N-3. RELOCATE THE EXISTING LUMINAIRE AND ARM FROM 1E-5 TO 1N-3. REMOVE POLE 1E-5 AND ITS GUY. REMOVE THE OLD LOAD CENTER POLE. REMOVE THE OLD LIGHT STATION POLE.

**AS-BUILT PLANS**

INITIALS *CA* DATE *03/26/00*



DATE	REVISION	BY
2/10/00	ADD BARE COPPER GROUND	MJN

DESIGNED: MJN	FILE NAME: OSP1EL
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: FEB. 7, 2000	SHEET ROTATION: 55024'53"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "OS"3+00 TO STA. "OS"5+40

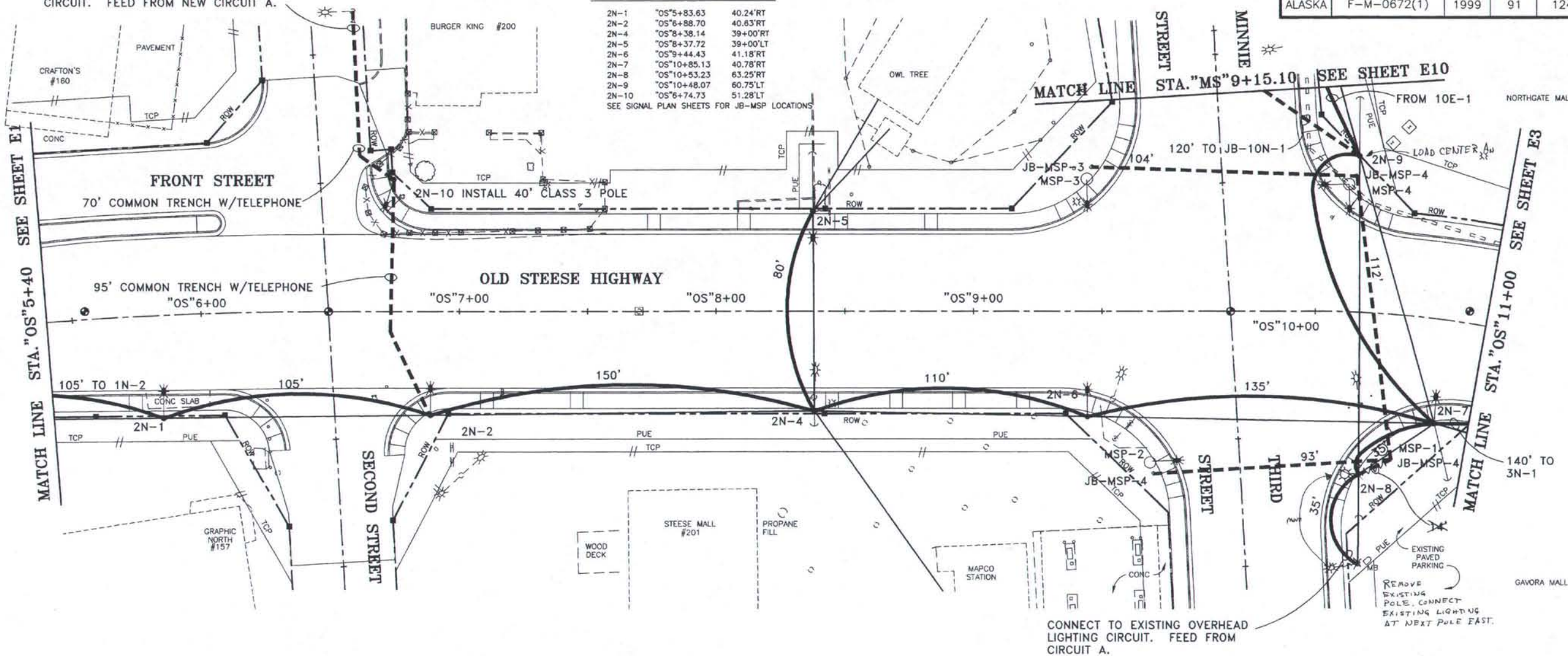
**E1**

CONNECT TO EXISTING OVERHEAD LIGHTING CIRCUIT. FEED FROM NEW CIRCUIT A.

POLE#	STATION	OFFSET
2N-1	"OS"5+83.63	40.24'RT
2N-2	"OS"6+88.70	40.63'RT
2N-4	"OS"8+38.14	39+00'LT
2N-5	"OS"8+37.72	39+00'LT
2N-6	"OS"9+44.43	41.18'RT
2N-7	"OS"10+85.13	40.78'RT
2N-8	"OS"10+53.23	63.25'RT
2N-9	"OS"10+48.07	60.75'LT
2N-10	"OS"6+74.73	51.28'LT

SEE SIGNAL PLAN SHEETS FOR JB-MSP LOCATIONS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	91	124



CONNECT TO EXISTING OVERHEAD LIGHTING CIRCUIT. FEED FROM CIRCUIT A.

INSTALL CONDUITS FOR JB-MSP-(1, 2, 3, AND 4) IN COMMON TRENCH WITH SIGNALIZATION CONDUITS. LOCATE JUNCTION BOXES ADJACENT TO SIGNALIZATION JUNCTION BOXES.

INSTALL LOAD CENTER A<sub>1</sub> ON POLE 2N-9. CASCADE CONTROL WILL BE FROM THE MINNIE ST CIRCUIT ON POLE 10E-1.

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *[Date]*



DATE	REVISION	BY
2/10/00	ADD SIGNALIZATION CONDUITS	MJN

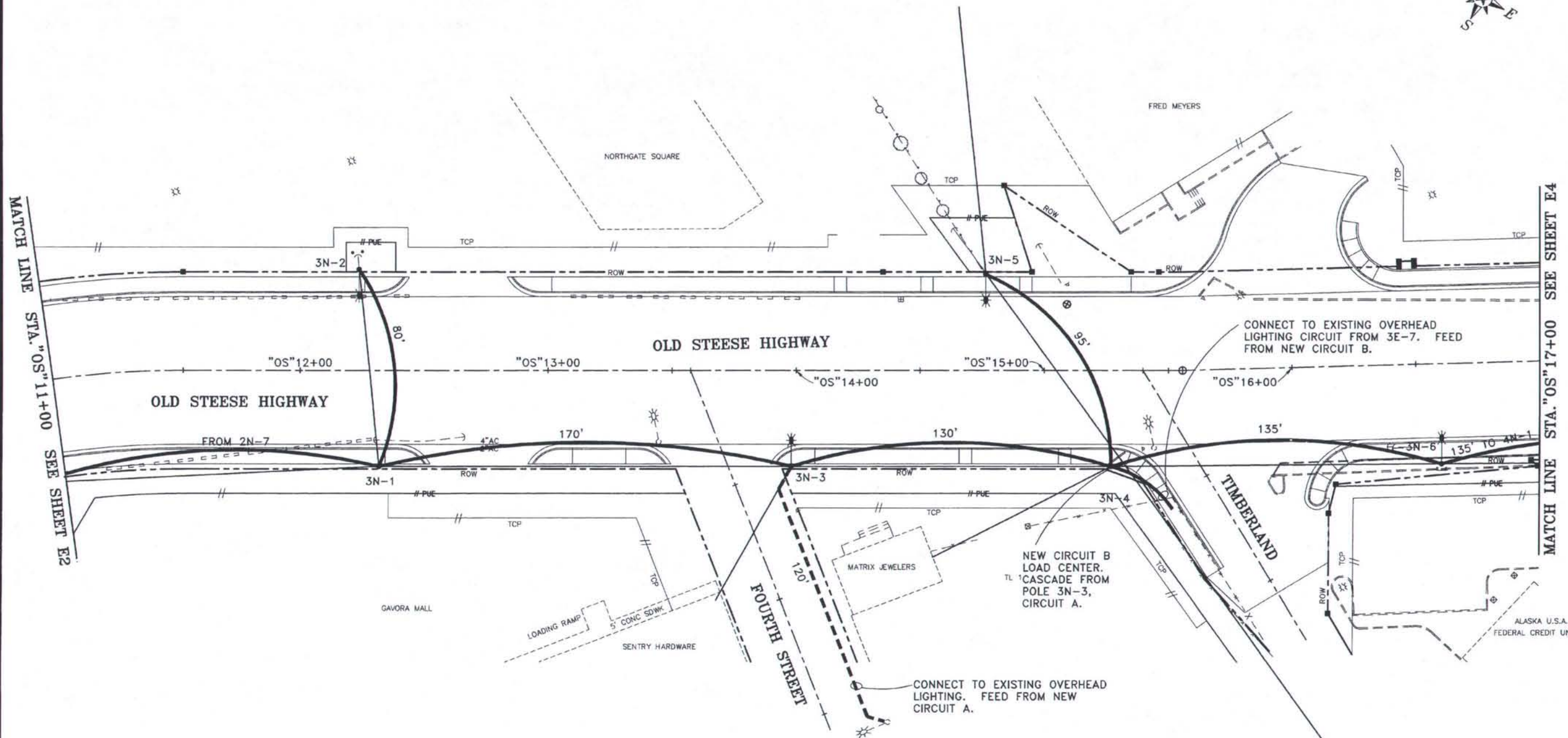
DESIGNED: MJN	FILE NAME: OSP2EL
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: AUG 1999	SHEET ROTATION: 47°30'04"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS"5+40 TO STA."OS"11+00

**E2**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	92	124



MATCH LINE STA. "OS" 11+00 SEE SHEET E2

MATCH LINE STA. "OS" 17+00 SEE SHEET E4

POLE#	STATION	OFFSET
3N-1	"OS"12+31.82	39.00'RT
3N-2	"OS"12+23.76	41.00'LT
3N-3	"OS"13+98.24	39.00'RT
3N-4	"OS"15+26.96	39.00'RT
3N-5	"OS"14+76.44	39.03'LT
3N-6	"OS"16+59.47	40.70'RT

**AS-BUILT PLANS**

INITIALS *by* DATE *06/02/99*

3E-7



DATE	REVISION	BY

DESIGNED: MJN	FILE NAME: OSP3EL
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 29039'19"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "OS" 11+00 TO STA. "OS" 17+00

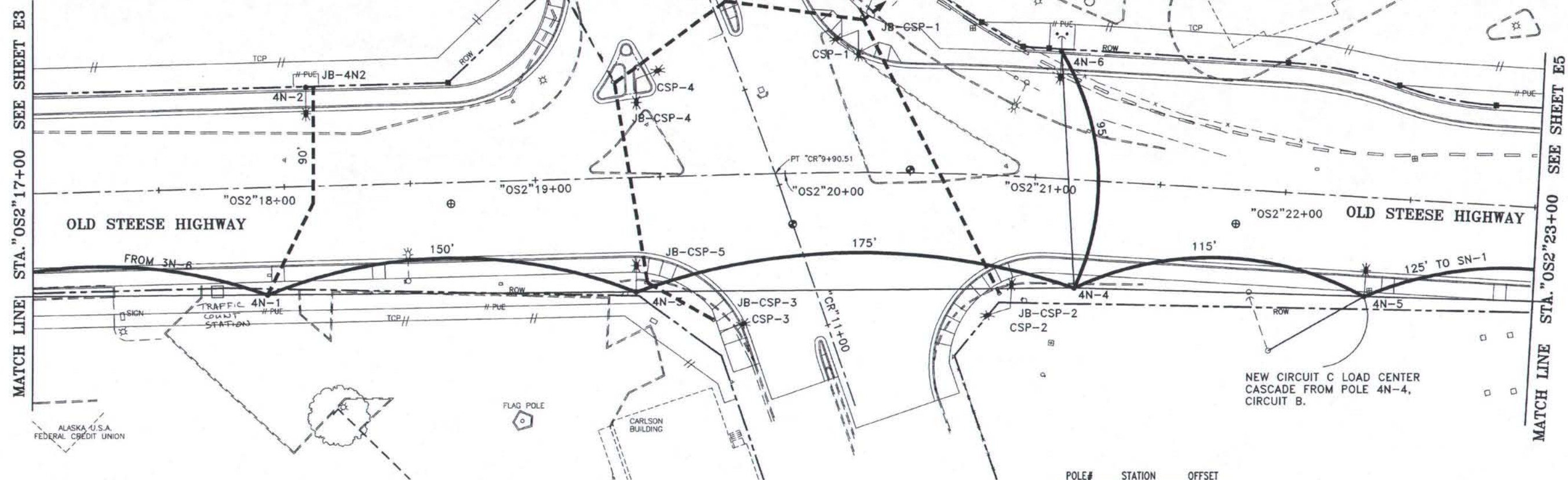
**E3**



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	93	124

SEE SIGNAL PLANS FOR UNDERGROUND CONDUIT ROUTING AND POWER SUPPLY FOR LUMINARIES ON SIGNAL POLES. INSTALL CONDUITS FOR JB-CSP-(1, 2, 3, 4, 5, AND 6) IN COMMON TRENCH WITH SIGNALIZATION CONDUITS. LOCATE JUNCTION BOXES ADJACENT TO SIGNALIZATION JUNCTION BOXES.

CONNECT EXISTING LIGHTING AT CRB+80 RT AND IT TO NEW LIGHTING CIRCUIT



MATCH LINE STA. "OS2"17+00 SEE SHEET E3

MATCH LINE STA. "OS2"23+00 SEE SHEET E5

POLE#	STATION	OFFSET
4N-1	"OS2"17+92.18	43.19'RT
4N-2	"OS2"18+09.74	39.67'LT
4N-3	"OS2"19+39.08	45.95'RT
4N-4	"OS2"21+18.20	43.44'RT
4N-5	"OS2"22+33.71	39.83'RT
4N-6	"OS2"21+7.54	51.00'LT

J BOX#	STATION	OFFSET
JB-4N-2	"OS2"18+12.74	39.67'LT

SEE SIGNAL PLAN SHEETS FOR JB-CSP LOCATIONS

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *05/26/00*



DATE	REVISION	BY
2/10/00	ADD SIGNAL POLE LUMINAIRE CONDUITS	MJN

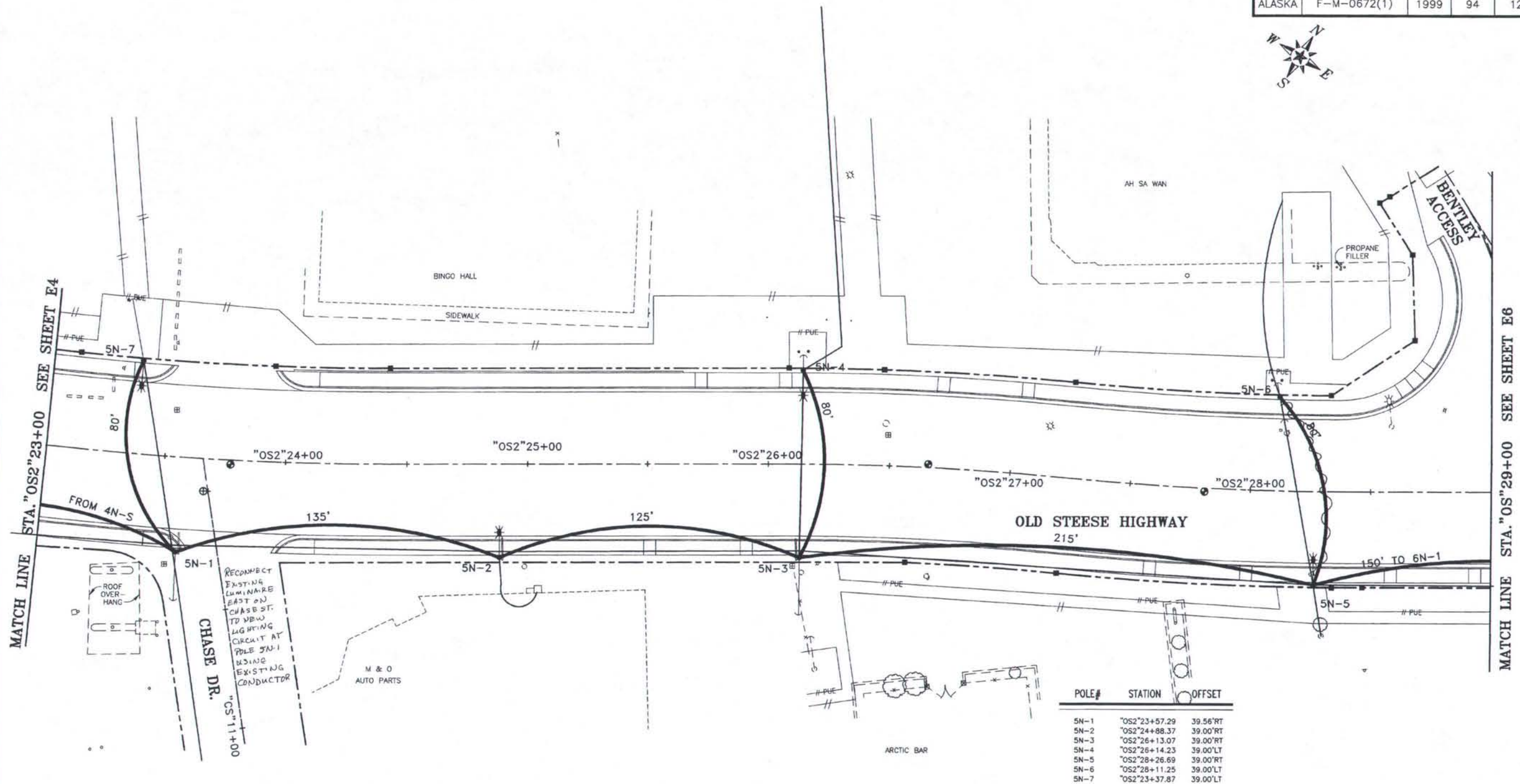
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CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -29039'19"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "OS2"17+00 TO STA. "OS2"23+00

**E4**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	94	124



POLE#	STATION	OFFSET
5N-1	"OS2'23+57.29	39.56'RT
5N-2	"OS2'24+88.37	39.00'RT
5N-3	"OS2'26+13.07	39.00'RT
5N-4	"OS2'26+14.23	39.00'LT
5N-5	"OS2'28+26.69	39.00'RT
5N-6	"OS2'28+11.25	39.00'LT
5N-7	"OS2'23+37.87	39.00'LT

RECONNECT EXISTING LUMINAIRE EAST ON CHASE ST. TO NEW LIGHTING CIRCUIT AT POLE 5N-1 USING EXISTING CONDUCTOR

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *05/16/99*



DATE	REVISION	BY

DESIGNED: MAJ	FILE NAME: OSP5EL
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -32D31'05"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

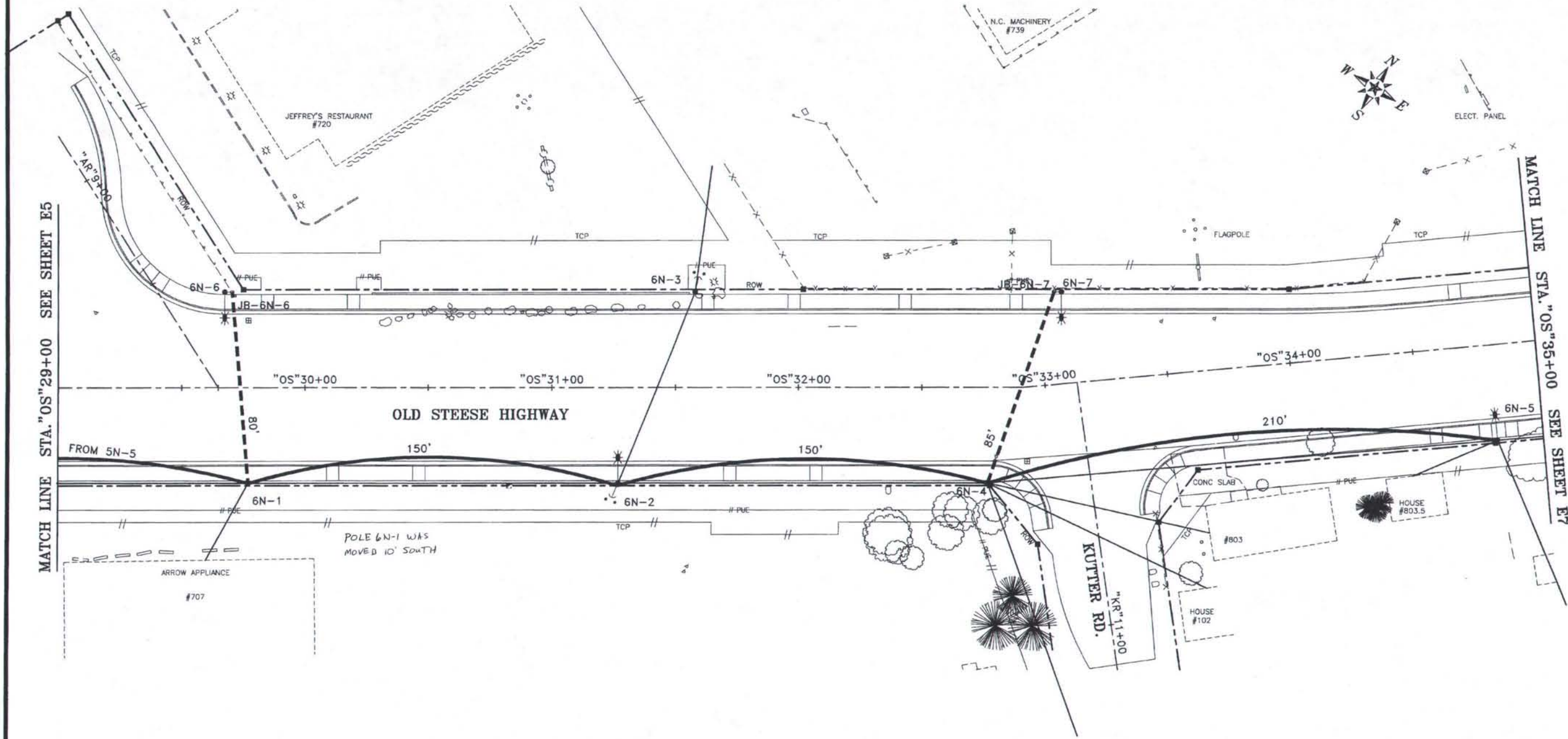
**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS2'23+00 TO STA."OS2'29+00

**E5**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	95	124

J BOX#	STATION	OFFSET
JB-6N-6	"OS"29+70.44	39.00'LT
JB-6N-7	"OS"33+07.08	37.70'LT

POLE#	STATION	OFFSET
6N-1	"OS"29+72.10	39.00'RT
6N-2	"OS"31+27.10	39.00'RT
6N-3	"OS"31+58.02	39.00'LT
6N-4	"OS"32+76.86	39.00'RT
6N-5	"OS"34+81.21	39.00'RT
6N-6	"OS"29+67.44	39.00'LT
6N-7	"OS"33+10.07	37.42'LT



MATCH LINE STA. "OS"29+00 SEE SHEET E5

MATCH LINE STA. "OS"35+00 SEE SHEET E7

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *02/26/00*



DATE	REVISION	BY

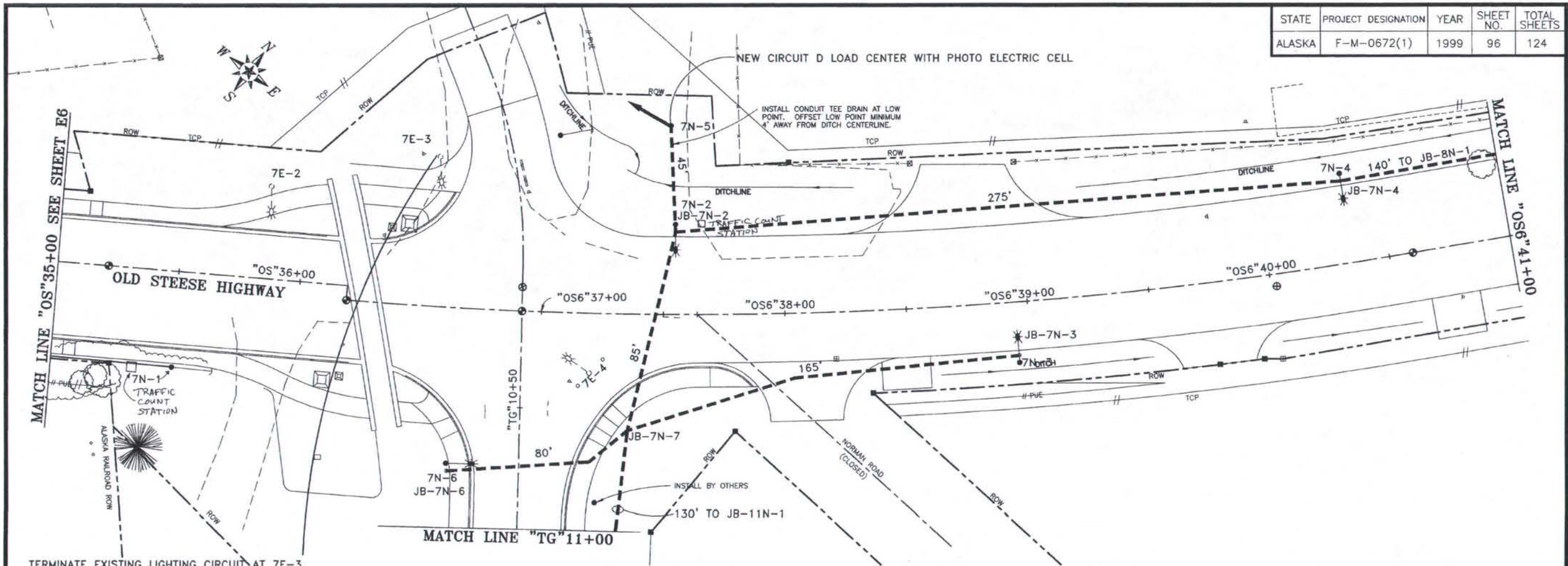
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CHECKED: OSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -32D31'05"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "OS"29+00 TO STA. "OS"35+00

**E6**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	96	124



TERMINATE EXISTING LIGHTING CIRCUIT AT 7E-3. REMOVE BETWEEN 7E-3 AND 7E-4. LUMINARIES ON 7E-2 AND 7E-3 TO REMAIN.

POLE#	STATION	OFFSET	J BOX#	STATION	OFFSET
7N-1	"OS"35+50.04	39.55'RT	JB-7N-2	"OS6"37+55.00	34.00'LT
7N-2	"OS6"37+55.00	37.00'LT	JB-7N-3	"OS6"38+95.00	22.00'RT
7N-3	"OS6"38+95.00	25.00'RT	JB-7N-4	"OS6"40+35.00	34.00'LT
7N-4	"OS6"40+35.00	37.00'LT	JB-7N-6	"OS6"36+64.25	67.33'RT
7N-5	"OS6"37+52.84	77.53'LT	JB-7N-7	"OS6"37+36.11	48.03'RT
7N-6	"OS6"36+64.25	64.33'RT			

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *03/26/00*



DATE	REVISION	BY
2/10/00	ALIGNMENT CHANGE / MINOR REV.	MJN

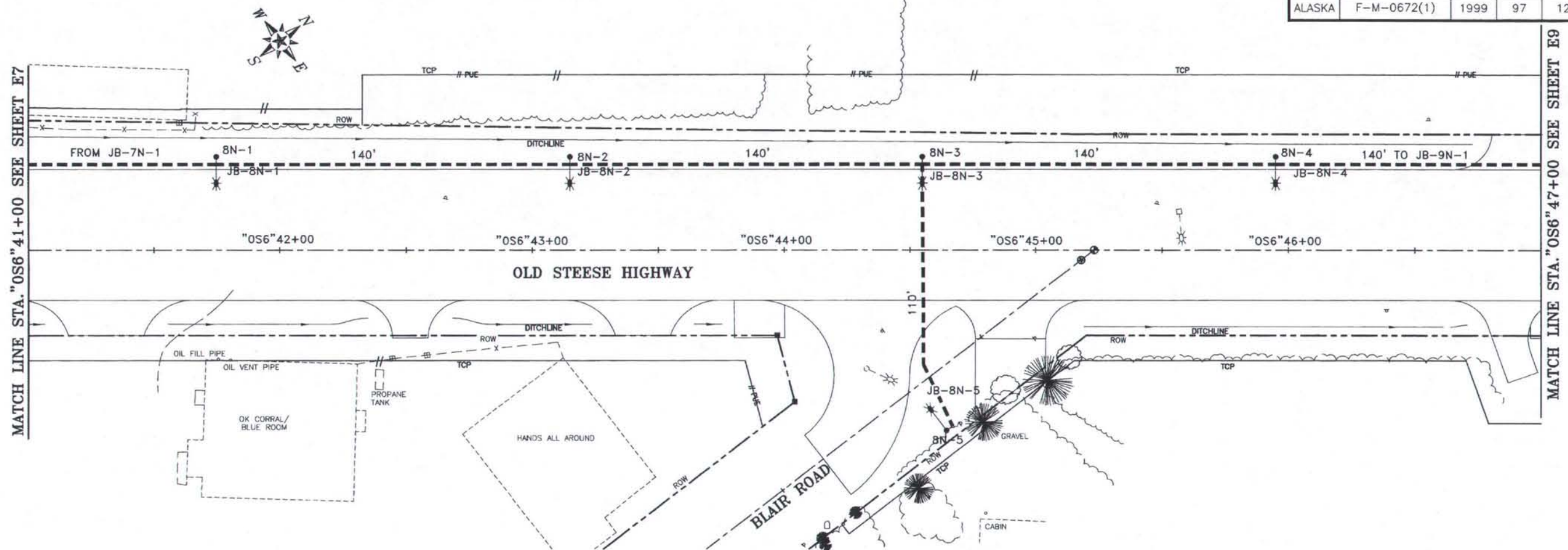
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DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -42030'04"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

OLD STEESE HIGHWAY RECONSTRUCTION  
STA."OS"35+00 TO STA."OS6"41+00

E7

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	97	124



MATCH LINE STA. "OS6" 41+00 SEE SHEET E7

MATCH LINE STA. "OS6" 47+00 SEE SHEET E9

POLE#	STATION	OFFSET
BN-1	"OS6"41+75.00	37.00'LT
BN-2	"OS6"43+15.00	37.00'LT
BN-3	"OS6"44+55.00	37.00'LT
BN-4	"OS6"45+95.00	37.00'LT
BN-5	"OS6"44+64.63	71.87'RT

J BOX#	STATION	OFFSET
JB-8N-1	"OS6"41+75.00	34.00'LT
JB-8N-2	"OS6"43+15.00	34.00'LT
JB-8N-3	"OS6"44+55.00	34.00'LT
JB-8N-4	"OS6"45+95.00	34.00'LT
JB-8N-5	"OS6"44+67.00	70.03'RT

**AS-BUILT PLANS**

INITIALS *LS* DATE *02/26/00*



DATE	REVISION	BY

DESIGNED: MJN	FILE NAME: OSPBEL
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 52019'00"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

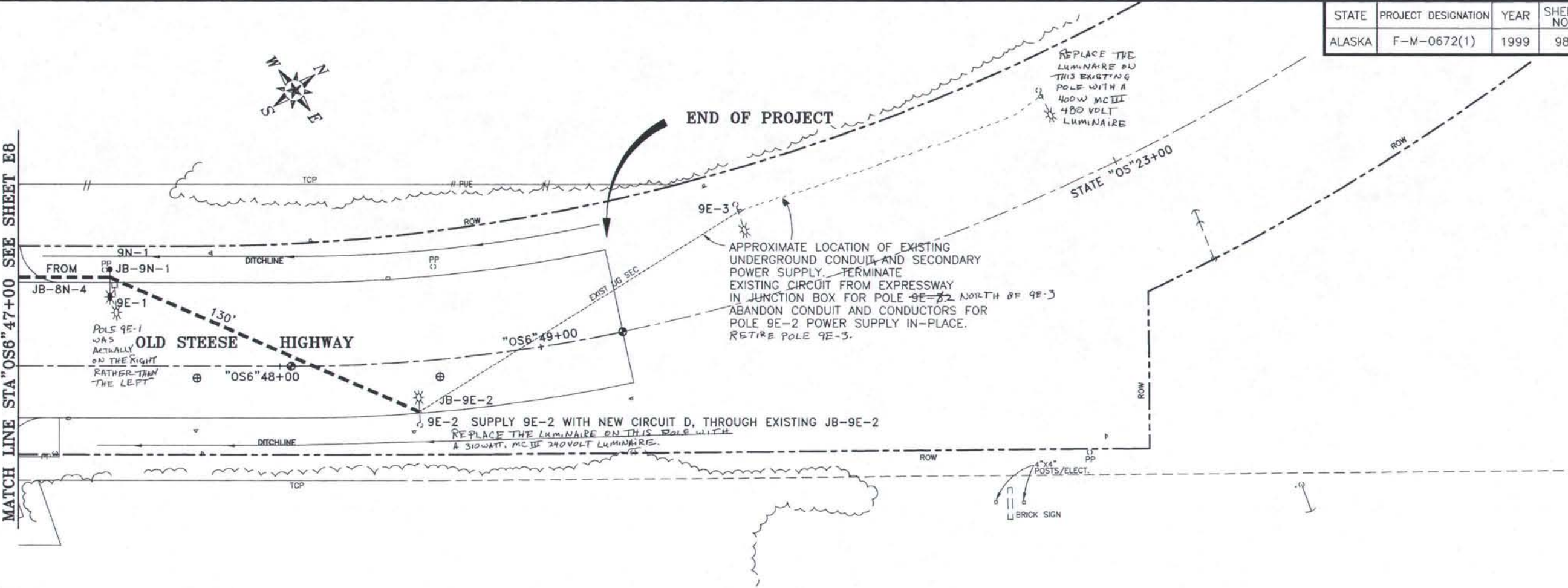
**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "OS6" 41+00 TO STA. "OS6" 47+00

**E8**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	98	124



MATCH LINE STA "OS6" 47+00 SEE SHEET E8



POLE#	STATION	OFFSET
9N-1	"OS6"47+35.00	37.00'LT
9E-2	"OS6"48+51.71	24.47'RT
9E-3	"OS6"49+86.73	36.84'LT

J BOX#	STATION	OFFSET
JB-9N-1	"OS6"47+35.00	34.00'LT 2.5'RT

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *02/26/02*



DATE	REVISION	BY

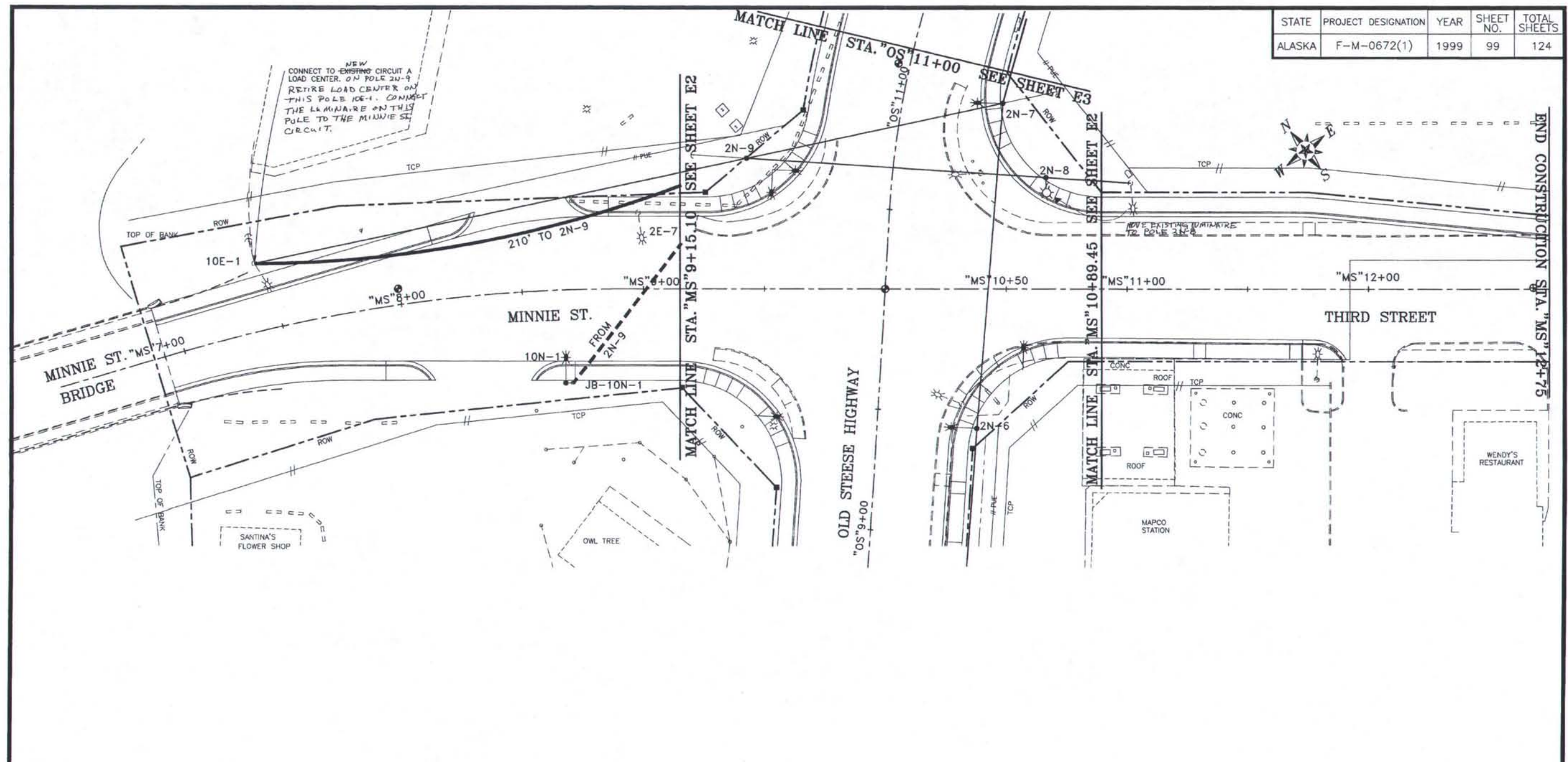
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DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -52D19'00"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA."OS6"47+00 TO END OF PROJECT

**E9**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	99	124



POLE#	STATION	OFFSET	J BOX#	STATION	OFFSET
10N-1	MS 8+66.60	38.57'RT	JB-10N-1	MS 8+69.60	38.57'RT

**AS-BUILT PLANS**

INITIALS *ca* DATE *5/20/99*



DATE	REVISION	BY

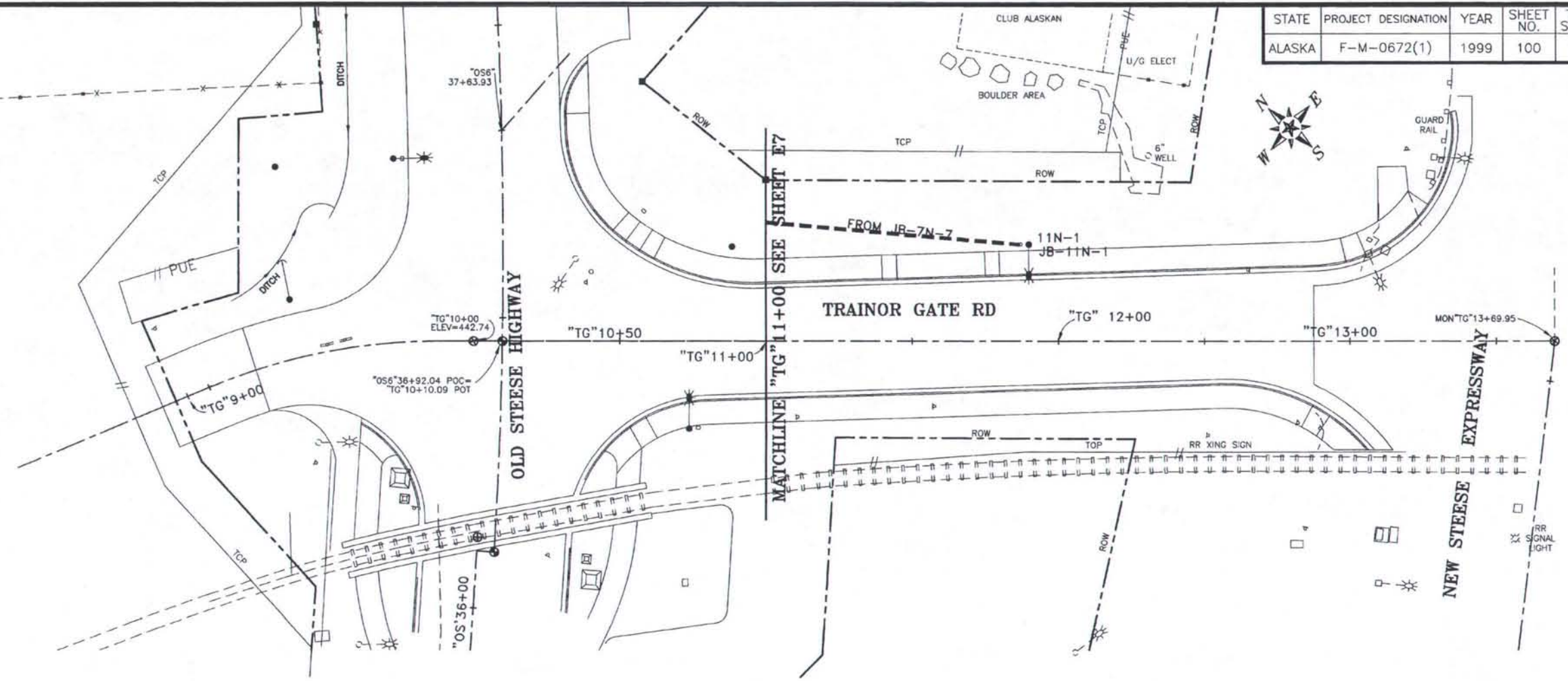
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CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: -38057'41"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
STA. "MS" 7+00 TO STA. "MS" 12+00

**E10**

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	100	124



POLE#	STATION	OFFSET
11N-1	TG*11+90.00	33.00'LT

J BOX#	STATION	OFFSET
JB-11N-1	TG*11+87.00	33.00'LT

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *05/26/99*



DATE	REVISION	BY
2/10/00	UPDTAE ALIGNMENT / MINOR CHANGES	MJN

DESIGNED: MJN	FILE NAME: OSP11EL
DRAWN: STAFF	PLOT FACTOR: 20
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION: 48D49'12"

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**OLD STEESE HIGHWAY RECONSTRUCTION**  
TRAINOR GATE ROAD

E 11



**GENERAL TRAFFIC CONTROL NOTES**

- ALL SIGNS AND BARRICADES SHALL MEET REQUIREMENTS OF THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, WITH ALASKA SUPPLEMENT
- ALL SIGNS SHALL BE SECURELY MOUNTED.
- EXISTING SIGNS WHICH CONFLICT WITH CONSTRUCTION SIGNING SHALL BE COVERED.
- CONSTRUCTION SIGNING SPECIFIED MAY BE ADAPTED BY THE ENGINEER TO MEET CHANGING CONDITIONS AND TO PROTECT THE TRAVELING PUBLIC.
- ALL BARRICADES SHALL HAVE OPERABLE FLASHING LIGHT EXCEPT IN A TAPER WHERE ONLY THE FIRST TWO LIGHTS SHALL FLASH (TYPE A) AND THE REMAINDER SHALL BE STEADY BURN (TYPE C).
- CONTRACTOR SHALL MAINTAIN BARRICADES AT LEAST TWICE DAILY.
- PARKING LOTS AND DRIVEWAYS ADJACENT TO AN EXCAVATION SHALL BE BARRICADED AS NECESSARY TO PROTECT THE PUBLIC.
- WHEN STREETS ARE RESTRICTED TO ONE LANE, THE MINIMUM CLEAR WIDTH SHALL BE 14' UNLESS OTHERWISE SPECIFIED ON AN APPROVED TRAFFIC CONTROL PLAN (TCP) OR AS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE POST OFFICE TO ACCOMMODATE MAIL DELIVERIES.
- TRENCH SHORING AND BRIDGING MUST BE CAPABLE OF CARRYING AN AXLE LOAD OF 38,000 POUNDS. PLANS FOR TEMPORARY TRENCH SHORING AND BRIDGING MUST BE APPROVED BY THE ENGINEER.
- ONE LANE, TWO-WAY TRAFFIC REQUIRES AT LEAST ONE FLAGMAN.
- TEMPORARY PAVEMENT: REMOVE CURB, GUTTER AND SIDEWALK (WHERE APPLICABLE); GRADE, PLACE TEMPORARY PAVEMENT AND TEMPORARY STRIPING. PRIOR TO PLACING FINAL ASPHALT, TEMPORARY PAVEMENT SHALL BE BLENDED INTO THE SELECTED MATERIAL BY ROTO-MILLING, OR REMOVED AND DISPOSED OF. EITHER METHOD OF ROTO-MILLING OR REMOVAL AND DISPOSAL SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO ITEM 401(3) TEMPORARY PAVEMENT.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	101	124

**ADDENDUM NO. 5, ATTACHMENT NO. 18**

CODE NO.	LEGEND	STANDARD SIGN NO.
33	ROAD CONSTRUCTION 500 FT	CW20-1A 16SF
34	ROAD CONSTRUCTION 1000 FT	CW20-1B 16SF
35	ROAD CONSTRUCTION 1500 FT	CW20-1E 16SF
36	ROAD CONSTRUCTION AHEAD	CW20-1F 16SF
56	END CONSTRUCTION	G20-2 10SF

**CUSTOM SIGNS**

C-1	OLD STEESE	{12"x36" PLAQUE 6C LETTERS}	3 SF
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**GENERAL TRAFFIC CONTROL NOTES (CONTINUED)**

- ALL SIGNS ON THIS PLAN SHALL BE CLASS T AS DESIGNATED IN THE ALASKA SIGN DESIGN SPECIFICATIONS.
- ACCESS SHALL BE MAINTAINED FOR THE PASSAGE OF EMERGENCY VEHICLES THROUGH THE PROJECT.
- ACCESS TO COMMERCIAL PROPERTIES SHALL REMAIN OPEN DURING THEIR BUSINESS HOURS AND FOR NON-COMMERCIAL PROPERTIES ACCESS SHALL BE CONTINUOUS. TRAFFIC CONTROL PLANS THAT REQUEST CLOSURES SHALL BE SUBMITTED FOR APPROVAL A MINIMUM OF 10 DAYS PRIOR TO IMPLEMENTATION. ALL CLOSURES (COMMERCIAL AND NON-COMMERCIAL) SHALL NOT OCCUR WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER. THE ENGINEER AND CONTRACTOR WILL COORDINATE CLOSURE PLANS WITH THE AFFECTED BUSINESS OWNERS AND PROPERTY OWNERS. THE CONTRACTOR SHALL NOTIFY OWNERS A MINIMUM OF 48 HOURS PRIOR TO IMPLEMENTATION OF AN APPROVED CLOSURE.
- ALTERNATE ACCESS MAY ALSO BE USED WHEN PART OF AN APPROVED TRAFFIC CONTROL PLAN. ALTERNATE ACCESS ROUTES SHALL BE CLEARLY SIGNED. SEVERAL BUSINESSES NEED ACCESS TO REMAIN OPEN AT NIGHT AS WELL AS THE DAY. SPECIAL ACCESS CLOSING TIMES MAY BE REQUIRED FOR THESE BUSINESSES.
- ACCESS TO PROPERTIES DURING THE PAVING OPERATION SHALL FOLLOW THE SAME GUIDELINES AS STATED ABOVE. ALTHOUGH ADJUSTMENTS TO CLOSURE TIMES MAY NEED TO BE ADDRESSED TO TAKE ADVANTAGE OF DAY LIGHT HOURS.
- TYPE "A" FLASHING WARNING LIGHTS SHALL BE USED TO MARK THE TYPE II BARRICADES, ROAD CLOSURES AND ADVANCE DETOUR SIGNING AT NIGHT.
- PUBLIC NOTICE OF THIS ROAD CLOSURE SHALL BE MADE IN ACCORDANCE WITH SECTION 643 OF THE SPECIAL PROVISIONS.
- ALL ADVANCE DETOUR AND ROAD CLOSURE SIGNING SHALL BE SUPPLEMENTED WITH HIGH LEVEL WARNING DEVICES.
- ALL SPECIAL SIGNS SHALL BE FABRICATED OF MATERIALS CONFORMING TO SECTION 615 OF THE SPECIFICATIONS.
- TEMPORARY STRIPING SHALL BE EITHER TEMPORARY RAISED PAVEMENT MARKER OR REMOVABLE PREFORMED RETROREFLECTIVE MARKER TAPE.
- SEE SECTION 643 FOR CONSTRUCTION SEQUENCING REQUIREMENTS. PHASE I IS DEFINED AS ALONG THE OLD STEESE HIGHWAY, BEGINNING AT THE BEGINNING OF PROJECT, STATION "OS"3+00 AND ENDING AT STATION "OS"217+00, INCLUDING ALL OF FRONT STREET, SECOND STREET, THIRD STREET, MINNIE STREET, AND TIMBERLAND DRIVE. PHASE II AS DEFINED AS ALONG THE OLD STEESE HIGHWAY, BEGINNING AT STATION "OS"217+00 AND ENDING AT STATION "OS"34+00, INCLUDING ALL OF COLLEGE ROAD, CHASE STREET, BENTLEY ACCESS, AND KUTTER AVENUE. PHASE III IS DEFINED AS ALONG THE OLD STEESE HIGHWAY, BEGINNING AT STATION "OS"34+00 AND ENDING AT THE END OF PROJECT, STATION "OS"849+31.76, INCLUDING ALL OF TAINOR GATE ROAD AND BLAIR ROAD. SEE MAP REPRESENTATION THIS SHEET.
- FLAGGERS SHALL BE POSITIONED AT EVERY INTERSECTION IN THE WORK AREA WHERE HAULING EQUIPMENT ENTERS OR EXITS THE PUBLIC ROADWAY.
- TEMPORARY PEDESTRIAN ROUTES SHALL BE A MINIMUM OF THREE FEET IN WIDTH AND SHALL BE SEPERATED FROM VEHICLE TRAFFIC LANES BY AN ORANGE PEDESTRIAN FENCE.
- TEMPORARY TRAFFIC CONTROL MEASURES MAY BE REQUIRED FOR INTERMITTENT CONSTRUCTION OPERATIONS SUCH AS LANE CLOSURES OR SHOULDER WORK. THESE OPERATIONS SHALL BE SIGNED IN ACCORDANCE WITH THE ALASKA TRAFFIC MANUAL AND STANDARD DRAWINGS. A TCP SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL BY THE DEPARTMENTS CONSTRUCTION AND TRAFFIC SAFETY SECTIONS AT LEAST THREE WORK DAYS PRIOR TO THE INTENDED IMPLEMENTATION.
- TEMPORARY ASPHALT PAVEMENT WILL BE PAID FOR BY CONTINGENT SUM TO INCLUDE ALL TEMPORARY ASPHALT PAVEMENT NECESSARY TO COMPLETE THE WORK IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS OF THIS CONTRACT.

JOHANSEN EXPRESSWAY



**PHASE III**

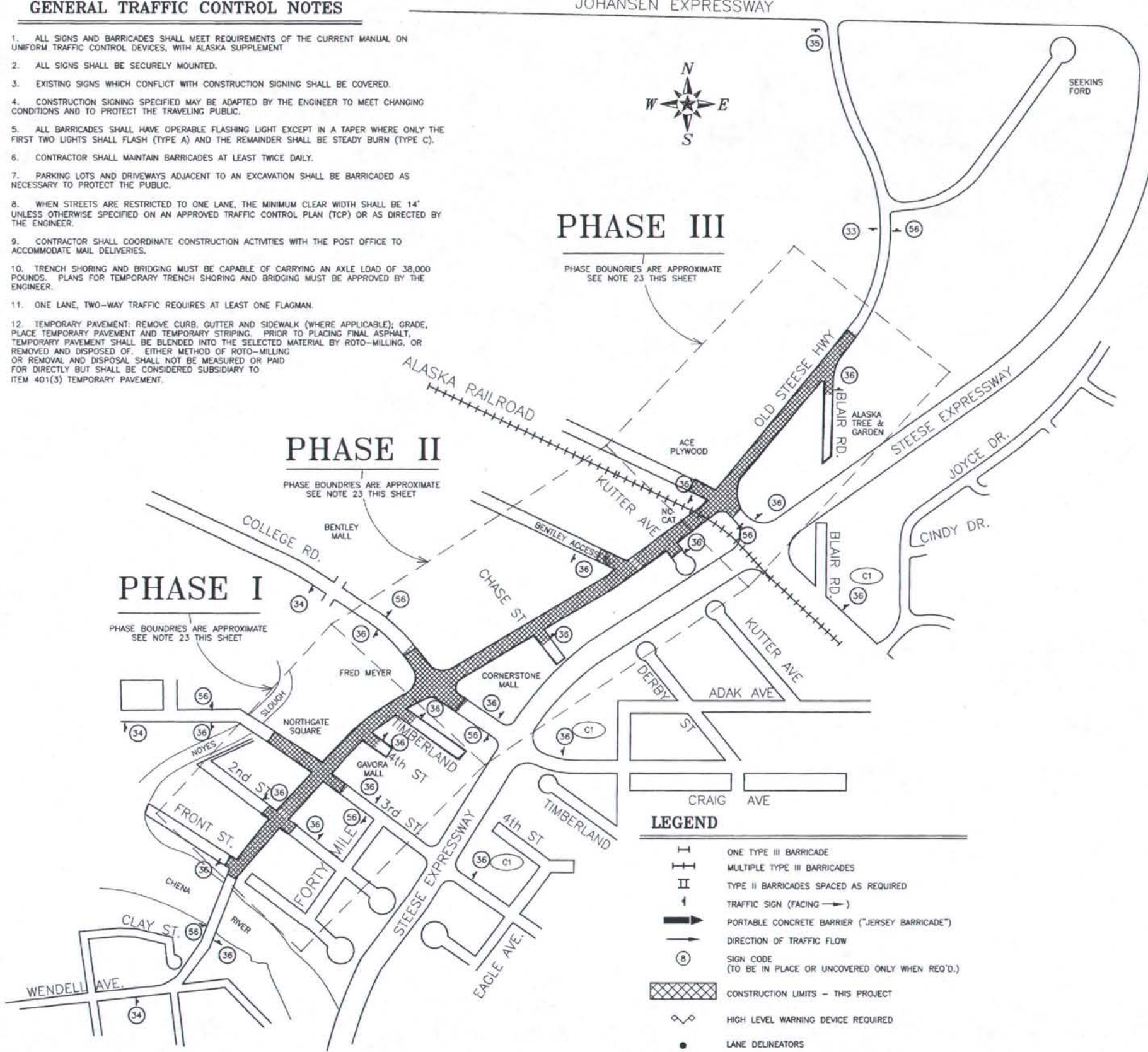
PHASE BOUNDARIES ARE APPROXIMATE  
SEE NOTE 23 THIS SHEET

**PHASE II**

PHASE BOUNDARIES ARE APPROXIMATE  
SEE NOTE 23 THIS SHEET

**PHASE I**

PHASE BOUNDARIES ARE APPROXIMATE  
SEE NOTE 23 THIS SHEET



**LEGEND**

- ONE TYPE III BARRICADE
- MULTIPLE TYPE III BARRICADES
- TYPE II BARRICADES SPACED AS REQUIRED
- TRAFFIC SIGN (FACING →)
- PORTABLE CONCRETE BARRIER ("JERSEY BARRICADE")
- DIRECTION OF TRAFFIC FLOW
- SIGN CODE (TO BE IN PLACE OR UNCOVERED ONLY WHEN REQ'D.)
- CONSTRUCTION LIMITS - THIS PROJECT
- HIGH LEVEL WARNING DEVICE REQUIRED
- LANE DELINEATORS

PLAN SCALE: APPROXIMATE



DESIGNED: WRS	FILE NAME: TCP-1
DRAWN: STAFF	SCALE FACTOR: 300
CHECKED: GSC	FILE NUMBER:
DATE: MAY 1999	SHEET ROTATION:

**CITY OF FAIRBANKS, ALASKA**  
ENGINEERING DEPARTMENT

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *02/26/00*



**OLD STEESE HIGHWAY RECONSTRUCTION**  
PERMANENT CONSTRUCTION SIGNING

**TCP-1**

DATE	REVISION	BY
5/4/00	UPDATE NOTES	MJN
2/11/00	UPDATE NOTES	MJN

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)/64242	1999	105	124

**SIGNAL NOTES:**

1. ALL CONDUITS, J-BOXES, AND FOUNDATIONS TO BE INSTALLED IN AREAS OF PAVING, SIDEWALKS, OR CURB AND GUTTER SHALL BE INSTALLED PRIOR TO PAVING OR POURING OF CONCRETE.
2. THE CONTRACTOR AND THE ENGINEER SHALL CHECK FOR VISIBILITY PROBLEMS AND REVISE MOUNTING, AS APPROVED BY THE REGIONAL TRAFFIC & SAFETY ENGINEER, PRIOR TO DRILLING HOLES OR INSTALLING POLE/POST MOUNTED PEDESTRIAN OR VEHICULAR TRAFFIC SIGNAL DISPLAYS. THIS WORK SHALL BE A SUBSIDIARY OBLIGATION.
3. THE ENGINEER SHALL APPROVE ALL GROUT MIXTURES.
4. PRIOR TO INSTALLING POSTS, THE CONTRACTOR SHALL LOCATE AND PROTECT ALL NEW AND EXISTING UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO, PIPELINES, INTERCONNECT CABLES, SIGNAL SYSTEMS, LIGHTING SYSTEMS, STORM AND SANITARY SEWERS, WATER SYSTEMS, AND TELEPHONE AND ELECTRICAL CABLES. NOT ALL OF THE EXISTING UTILITIES MAY BE SHOWN ON THE PLANS.
5. AREAS OF PAVEMENT, SIDEWALK, AND CURB AND GUTTER REQUIRING REMOVAL AND REPLACEMENT TO ALLOW FOR INSTALLATION OF DETECTION LOOP CONDUITS, J-BOXES, AND FOUNDATIONS. LOCATIONS REQUIRING REMOVAL SHALL HAVE FULL DEPTH SAW CUTS WHERE THERE ARE NO CONSTRUCTION JOINTS. THE SIDEWALK AND/OR CURB AND GUTTER SHALL BE REMOVED FULL WIDTH AND TO THE NEAREST CONSTRUCTION OR CONTRACTION JOINT UNLESS OTHERWISE APPROVED BY THE ENGINEER. (SEE SECTION 660-2.02). THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO SECTION 660 BID SCHEDULE ITEMS.
6. ALL WORK AND MATERIALS REQUIRED TO INSTALL AND MODIFY THE INTERCONNECT SYSTEM SHALL BE CONSIDERED SUBSIDIARY TO BID SCHEDULE PAY ITEM ~~660(1A OR 1B)~~: 660(14)
7. OPTICOM:
  - a. ALL WORK AND MATERIALS REQUIRED TO INSTALL THE OPTICOM SYSTEM SHALL BE SUBSIDIARY OBLIGATION.
  - b. MOUNT AND AIM ALL OPTICOM DETECTORS TO PROVIDE MAXIMUM EMERGENCY VEHICLE RECOGNITION. OPTICOM DETECTOR LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE AS DIRECTED BY THE ENGINEER.
  - c. THE ENGINEER SHALL APPROVE OPTICOM DETECTOR MOUNTING.
  - d. AIM BOTH OPTICOM DETECTOR SCOPES AT THE APPROPRIATE LANE(S). INSTALL OPTICOM DETECTORS MOUNTED ABOVE THE SIGNAL HEADS TO AVOID MODIFICATION TO THE SIGNAL BACK PLATES OR HEADS.
8. ALL RED AND ARROW SIGNAL DISPLAYS SHALL BE LED DISPLAYS EXCEPT WHEN PROGRAM VISIBILITY DISPLAYS ARE CALLED FOR IN THE SIGNAL HEAD SCHEDULE.
9. ALL PEDESTRIAN SIGNAL DISPLAYS SHALL BE LED DISPLAYS.
10. THE CONTRACTOR SHALL ARRANGE TO HAVE A TELEPHONE CONNECTION PROVIDED AT THE SIGNAL CONTROLLER CABINET FOR THE INTERSECTION OF THE OLD STEESE HIGHWAY AND COLLEGE ROAD.
- ~~X~~ THE CONTRACTOR SHALL FURNISH AND INSTALL PROGRAMMED VISIBILITY SIGNAL DISPLAYS, AND ASSOCIATED MOUNTING HARDWARE, FOR EASTBOUND TRAFFIC AT THE STEESE EXPRESSWAY/COLLEGE ROAD INTERSECTION. THIS WILL INCLUDE A 3 SECTION 12 INCH PLUMBIZER MOUNTED OVERHEAD DISPLAY AND A 5 SECTION POST MOUNT (12 INCH RED, YELLOW, GREEN, YELLOW RIGHT ARROW, GREEN RIGHT ARROW) DISPLAY. THE DISPLAYS SHALL BE MASKED SO THEY WILL CUTOFF THEIR VIEW FOR EASTBOUND TRAFFIC STOPPED AT COLLEGE ROAD/OLD STEESE HIGHWAY.
12. THE NEW DISPLAYS AT THE COLLEGE ROAD/OLD STEESE HIGHWAY (SIGNAL HEADS 61, 62, & 11) SHALL ALSO BE PROGRAMMED VISIBILITY DISPLAYS. THEY SHALL BE MASKED SO WESTBOUND TRAFFIC STOP AT COLLEGE/STEESE EXPRESSWAY CAN NOT SEE THESE DISPLAYS.
13. THE EXISTING SIGNAL SYSTEMS SHALL BE MAINTAINED UNTIL NEW SIGNAL SYSTEMS ARE OPERATIONAL. ALL SIGNAL SYSTEMS AND ILLUMINATION AT THE SIGNALIZED INTERSECTIONS SHALL BE FUNCTIONAL PRIOR TO WINTER SHUT DOWN. THE INTERSECTION SHALL BE CAPABLE OF OPERATING IN A FULL TRAFFIC ACTUATED MODE PRIOR TO WINTER SHUT DOWN. THE INTERSECTION MAY OPERATE IN FIXED TIME MODE NO MORE THAN ONE 20 DAY CONSECUTIVE WINDOW.
14. REMOVE AND SALVAGE EXISTING SIGNAL POLES AND ARMS, CONTROLLER CABINETS AND CONTROL EQUIPMENT AND DELIVER TO 2301 PEGER ROAD AT A LOCATION TO BE DESIGNATED BY THE ENGINEER.
15. AN ECONOLITE ASC/2M-1000 ARTERIAL SYSTEM MASTER AND HAYES COMPATIBLE MODEM SHALL BE FURNISHED IN THE CONTROLLER CABINET LOCATED AT COLLEGE ROAD AND OLD STEESE HIGHWAY.

**LIGHTING SYSTEM NOTES FOR LUMINAIRES ON SIGNAL POLES, SEE SHEETS E1 THROUGH E11 FOR OTHER LIGHTING DETAILS.**

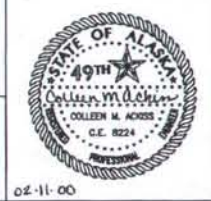
1. WHEN APPROVED OR DIRECTED BY THE ENGINEER MINOR RELOCATIONS OF THE NEW FOUNDATIONS, CONDUITS, AND J-BOXES MAY BE REQUIRED AND SHALL BE CONSIDERED SUBSIDIARY TO SECTION 660 BID SCHEDULE ITEMS.
2. EXISTING CIRCUITS LISTED AND SHOWN ON THE PLAN SHEETS WERE OBTAINED FROM AS-BUILT INFORMATION AND SHALL BE VERIFIED PRIOR TO ANY WORK INVOLVING THOSE EXISTING CIRCUITS.
3. FOUNDATIONS FOR LIGHTING STANDARDS SHALL BE TYPE III CONCRETE FOOTINGS DETAILED IN STANDARD DRAWING L-30 EXCEPT AS REVISED ON THE PLANS.
- ~~X~~ RELOCATION OF THE EXISTING LUMINAIRE POLE AT "CR" 11+70 ON THE LEFT SHALL BE CONSIDERED SUBSIDIARY TO 660(3) BID SCHEDULE ITEM. THE EXISTING POLE IS A THREE BOLT FOUNDATION.
5. NEW LIGHT POLES SHALL BE INSTALLED WITH FOUR BREAKAWAY SUPPORT. COUPLINGS WITH TORQUE NUTS AND SKIRT.
6. ALL NEW LIGHTING STANDARDS SHALL PROVIDE A 40 FOOT MOUNTING HEIGHT AND USE A 14-1/2 INCH BOLT CIRCLE.
7. REMOVE AND SALVAGE EXISTING, CONFLICTING ELECTROLIERS AND DELIVER TO 2301 PEGER ROAD AT A LOCATION TO BE DESIGNATED BY THE ENGINEER.
8. ALL NEW LUMINAIRES SHALL BE MEDIUM CUTOFF, TYPE III, HIGH PRESSURE SODIUM FIXTURES WITH MAGNETIC REGULATOR BALLAST. THE OPERATING VOLTAGE AND INDIVIDUAL LAMP WATTAGE SHALL BE AS SHOWN IN THE ILLUMINATION SCHEDULE.

**AS-BUILT PLANS**

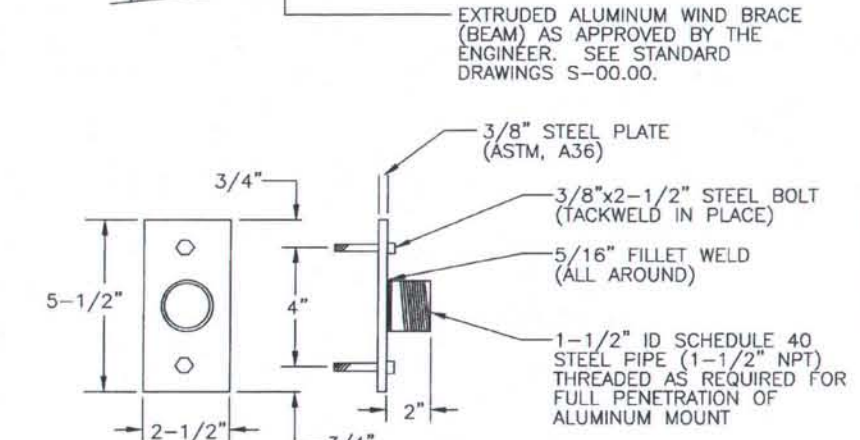
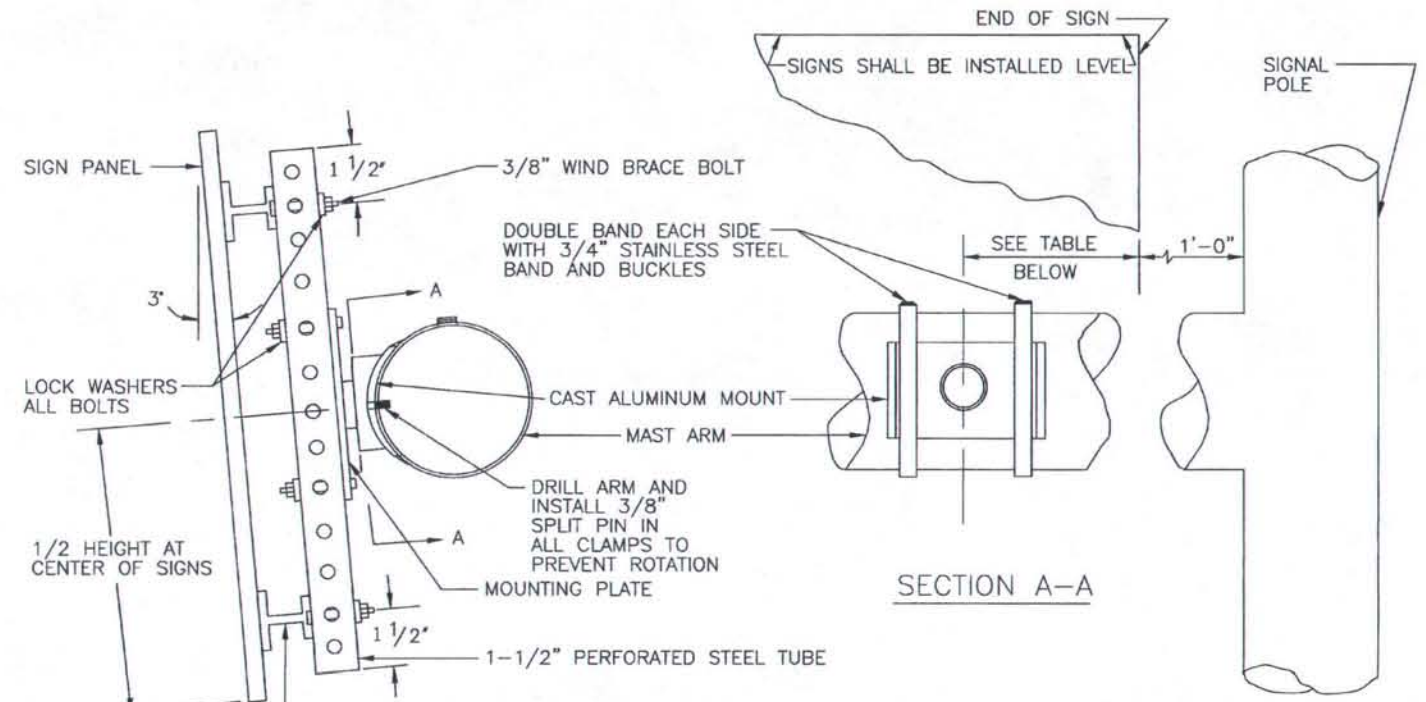
INITIALS *DL* DATE *02/11/00*

OLD STEESE HIGHWAY  
SIGNAL NOTES

SP1



### SIGNAL MAST ARM MOUNTED SIGNS (NOT FOR "R" SERIES SIGNS)



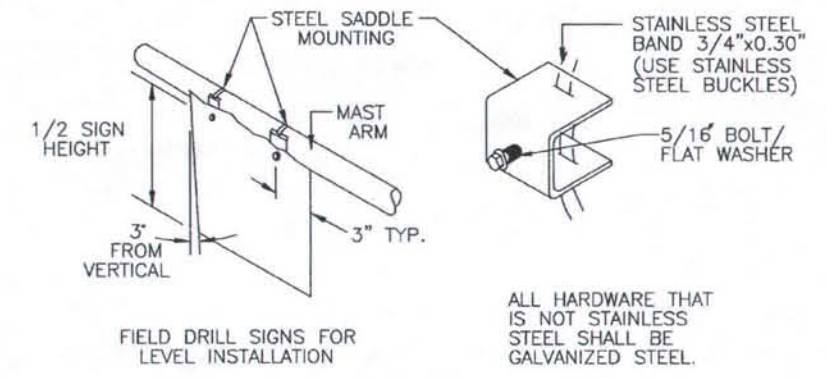
MOUNTING PLATE DETAIL

- CAST ALUMINUM MOUNTS AND BANDING MATERIALS SHALL BE "BAND-IT" OR APPROVED EQUAL.
- MOUNTING PLATE SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A123.
- ALL WELDING SHALL MEET AMERICAN WELDING SOCIETY SPECS.
- BOLTS, NUTS AND WASHERS SHALL MEET THE REQUIREMENTS OF STANDARD DRAWING S-20.00.

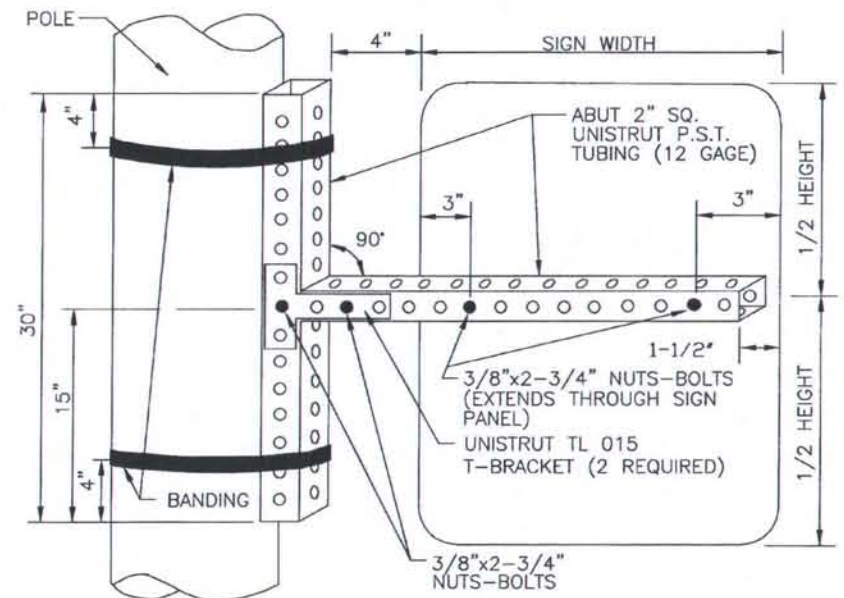
BANDING = STAINLESS STEEL 3/4"x0.030"  
TYPE 201 NO. C206  
BUCKLES = STAINLESS STEEL 3/4"  
TYPE 201 NO. C256  
ALUMINUM MOUNT (SIGNAL) = 1-1/2"NPT  
NO. D040  
PIN = NO. D042

SIGN WIDTH(W)	NO. OF CLAMPS	CLAMP SPACING		
		OVERHANG	BETWEEN CLAMPS	OVERHANG
0-12 1/2'	2	0.2W	1 SPACE AT 0.6W	0.2W
13' TO 21'	3	0.15W	2 SPACES AT 0.35W	0.15W

### MAST ARM MOUNTING FOR "R" SERIES SIGNS



### POLE /POST SIDE MOUNTED SIGN BRACKET



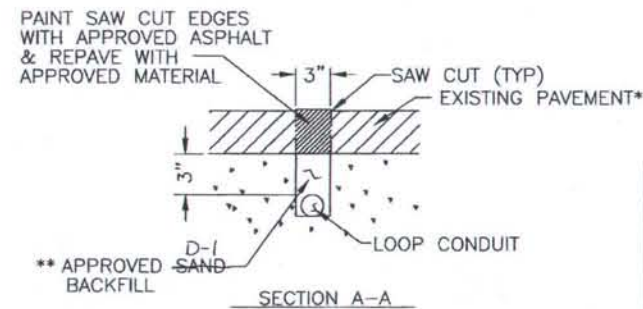
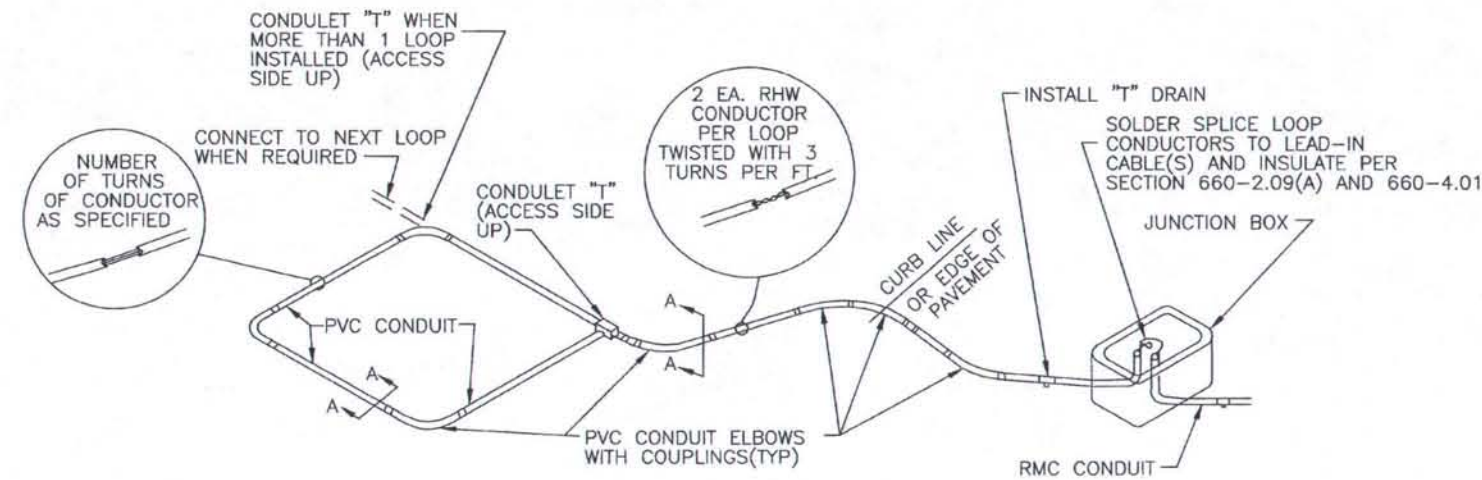
ALL NUTS SHALL BE INSTALLED WITH LOCK WASHERS  
BANDING = STAINLESS STEEL 3/4"x0.030" (DOUBLE BANDING REQUIRED)  
BUCKLES = STAINLESS STEEL 3/4"

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *02/11/00*



## SIGNAL SYSTEM DETECTION LOOP DETAILS



RMC = RIGID METAL CONDUIT  
PVC = POLYVINYLCHLORIDE (SCH.40)

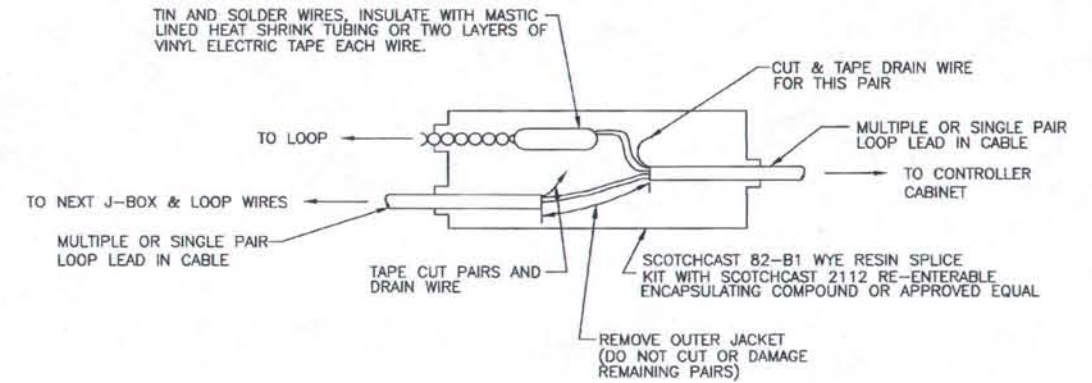
TYPE LOOP	CONDUIT SIZE-TYPE	WIRE SIZE	NUMBER OF TURNS	LOOP SIZE
SIGNAL SYSTEM	1" PVC	#12	①	①

① SEE DETECTION SCHEDULE (SUMMARY)

\*LOOPS TO BE INSTALLED BENEATH NEW PAVING SHALL BE INSTALLED PRIOR TO PAVING.  
\*\* REQUIRED WITH NEW AND EXISTING PAVEMENT CONDITIONS.

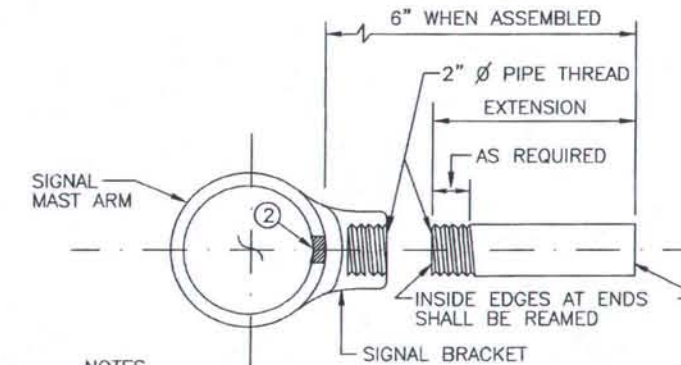
- ALL NEW LOOP CONDUIT & FITTINGS SHALL BE RIGID PVC WITH SOLVENT WELDED CONNECTIONS.
- EACH PAIR OF CONDUCTORS FROM LOOPS TO JUNCTION BOXES SHALL HAVE IDENTIFICATION BANDS PER SECTION 660-2.09(A) AND 660-4.01. ALL EXISTING LEAD-IN CABLES SHALL ALSO BE Banded AT THE CONTROLLER WITH NEW LOOP NUMBERS.
- SEE SECTION 660-4.01 FOR ADDITIONAL INFORMATION.
- THE DETECTOR HARNESS SHALL BE LABELED WITH THE APPROPRIATE LOOP DETECTOR NUMBERS AND SIGNAL PHASE NUMBERS.
- LOOPS SHALL BE SPLICED TOGETHER IN THE JUNCTION BOXES OR CONTROLLER CABINETS, IN PARALLEL OR SERIES COMBINATIONS AS SHOWN ON THE INTERSECTION DETAILS, NOTES, AND SCHEDULES (SUMMARIES).
- WHEN STATIONS ARE LISTED IN A LOOP DETECTOR SUMMARY THEY ARE TO THE FRONT EDGE OF THE LOOP NEAREST THE INTERSECTION. ALL LOOPS SHALL BE CENTERED IN THE LANE UNLESS NOTED OR DETAILED OTHERWISE.
- ALL EXISTING DETECTION SHALL REMAIN FUNCTIONAL UNTIL APPROVED OTHERWISE BY THE ENGINEER.
- BEFORE ANY EXISTING LOOP IS DISCONNECTED, THE ENGINEER SHALL BE NOTIFIED 48 HOURS IN ADVANCE TO ALLOW FOR EQUIPMENT ADJUSTMENT.

## LOOP SPLICE DETAIL



## PLUMBIZER SIGNAL MOUNTING DETAIL

(REQUIRED FOR ALL NEW OR RELOCATED PLUMBIZER [MAST ARM] MOUNTED SIGNALS)



### NOTES

- THESE DETAILS MODIFY STANDARD DRAWING T-52.
- FIELD DRILL WIRING ACCESS HOLE AS REQUIRED. REAM INSIDE & OUTSIDE AND PAINT WITH SPELTER REPAIR MATERIAL.
- ONE 2" GALVANIZED SCHEDULE 40 RIGID METAL CONDUIT EXTENSION SHALL BE FURNISHED WITH EACH SIGNAL BRACKET.
- SIGNAL BRACKETS SHALL BE ASTRO-BRAC AB-3008AK OR APPROVED EQUAL AND SHALL BE INSTALLED AS RECOMMENDED BY THE MANUFACTURER. THE ACTUAL LOCATION OF BRACKETS ON EACH ARM SHALL BE DETERMINED BY THE ENGINEER AFTER THE POLES AND ARMS HAVE BEEN INSTALLED.

**AS-BUILT PLANS**

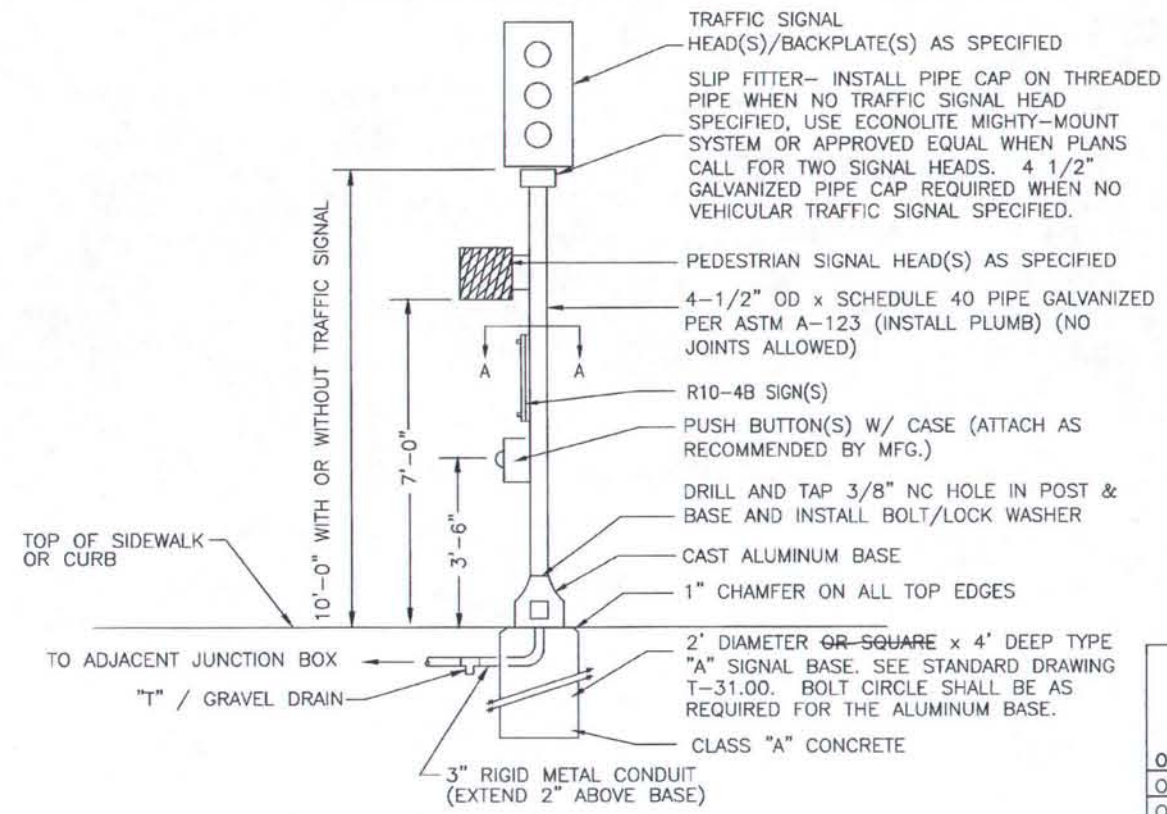
INITIALS *[Signature]* DATE *03/26/02*

SIGNAL DETAILS

SP3



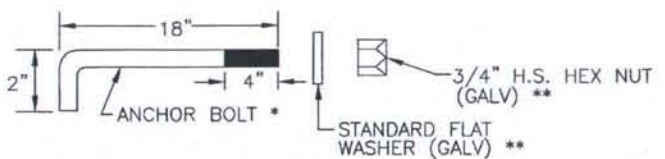
### SIGNAL POST DETAIL



MATERIAL LIST *	
1	TWO FOOT DIAMETER OR SQUARE x 4' BASE & 4 ANCHOR BOLTS, AND ONE 3" CONDUIT
1	POST TOP SLIP FITTER. (SEE STANDARD DRAWING T-30.00)
1	POST & BREAKAWAY CAST ALUMINUM BASE; VE PED CATALOG #0-SE-5030 OR APPROVED EQUAL.

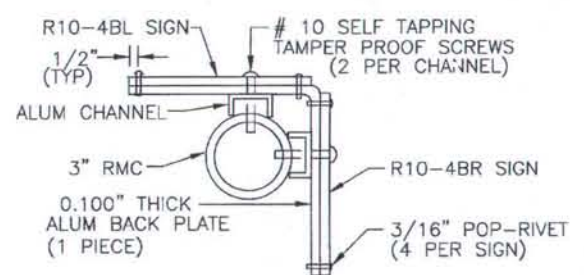
MATERIAL LISTED ARE FOR ONE INSTALLATION AND DOES NOT INCLUDE SIGNAL HEADS AND MOUNTING HARDWARE.

### ANCHOR BOLTS



\* MEETS ASTM A-572 GALVANIZED PER ASTM A-153

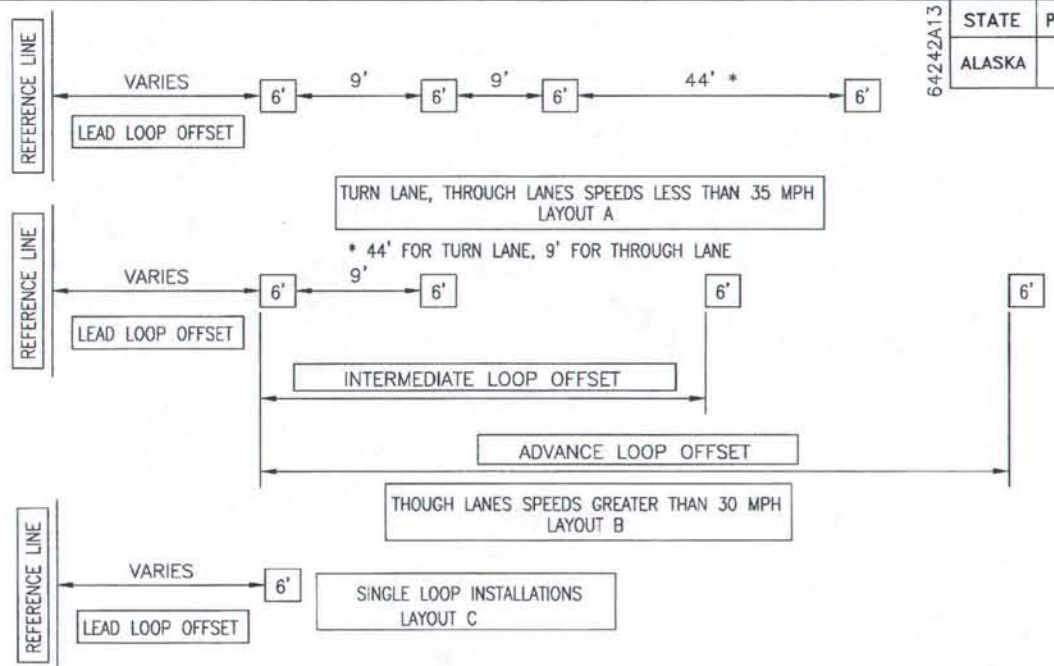
\*\* MEETS ASTM A-325 GALVANIZED PER ASTM A-153



SECTION A-A



INITIALS *[Signature]* DATE *03/26/00*



### DETECTION LOOP LAYOUT

INTERSECTION LEG	REFERENCE LINE STATION	DETECTION LAYOUT TYPE	REFERENCE LINE OFFSET TO LEAD LOOP (FT)	OFFSET FROM LEAD LOOP TO INTERMEDIATE LOOP (FT)	OFFSET FROM LEAD LOOP TO ADVANCE LOOP (FT)
<b>OLD STEESE / 3RD / MINNIE INTERSECTION</b>					
OLD STEESE SOUTHBOUND LEFT TURN LANE	OS 10+00	A	58		
OLD STEESE SOUTHBOUND THROUGH LANE	OS 10+00	A	55		
OLD STEESE SOUTHBOUND THROUGH/RIGHT LANE	OS 10+00	A	52		
OLD STEESE NORTHBOUND LEFT TURN LANE	OS 10+00	A	48		
OLD STEESE NORTHBOUND THROUGH LANE	OS 10+00	A	45		
OLD STEESE NORTHBOUND THROUGH/RIGHT LANE	OS 10+00	A	43		
THIRD STREET LEFT TURN LANE	MS 10+00	A	57		
THIRD STREET THROUGH LANE	MS 10+00	A	58		
THIRD STREET THROUGH/RIGHT LANE	MS 10+00	A	60		
MINNIE STREET LEFT TURN LANE	MS 10+00	A	66		
MINNIE STREET THROUGH LANE	MS 10+00	A	67		
MINNIE STREET RIGHT TURN LANE	MS 10+00	C	129		
<b>OLD STEESE / COLLEGE INTERSECTION</b>					
OLD STEESE SOUTHBOUND LEFT TURN LANE	OS2 19+96.04	A	64		
OLD STEESE SOUTHBOUND INSIDE THROUGH	OS2 19+96.04	A	58		
OLD STEESE SOUTHBOUND OUTSIDE THROUGH	OS2 19+96.04	A	52		
OLD STEESE SOUTHBOUND RIGHT TURN LANE	OS2 19+96.04	C	110		
OLD STEESE NORTHBOUND LEFT TURN LANE	OS2 19+96.04	A	53		
OLD STEESE NORTHBOUND THROUGH LANE	OS2 19+96.04	A	50		
OLD STEESE NORTHBOUND THROUGH/RIGHT LANE	OS2 19+96.04	A	48		
COLLEGE ROAD EASTBOUND LEFT LANE	CR 9+85.64	A	56		
COLLEGE ROAD EASTBOUND INSIDE THROUGH	CR 9+85.64	B	58	170	255
COLLEGE ROAD EASTBOUND OUTSIDE THROUGH	CR 9+85.64	B	59	170	255
COLLEGE ROAD EASTBOUND RIGHT LANE	OS2 19+96.04	C	109		
COLLEGE ROAD WESTBOUND LEFT LANE	CR 9+85.64	A	62		
COLLEGE ROAD WESTBOUND THROUGH	CR 9+85.64	A	66		
COLLEGE ROAD WESTBOUND THROUGH/RIGHT	CR 9+85.64	A	69		
COLLEGE ROAD LOOPS 90 & 91	CR 9+85.64	A	315		
<b>TRAIOR GATE ROAD / STEESE EXPRESSWAY INTERSECTION</b>					
TRAIOR GATE ROAD LEFT TURN LANE	TG 13+69.95	A	62		
TRAIOR GATE ROAD THROUGH/RIGHT LANE	TG 13+69.95	A	67		

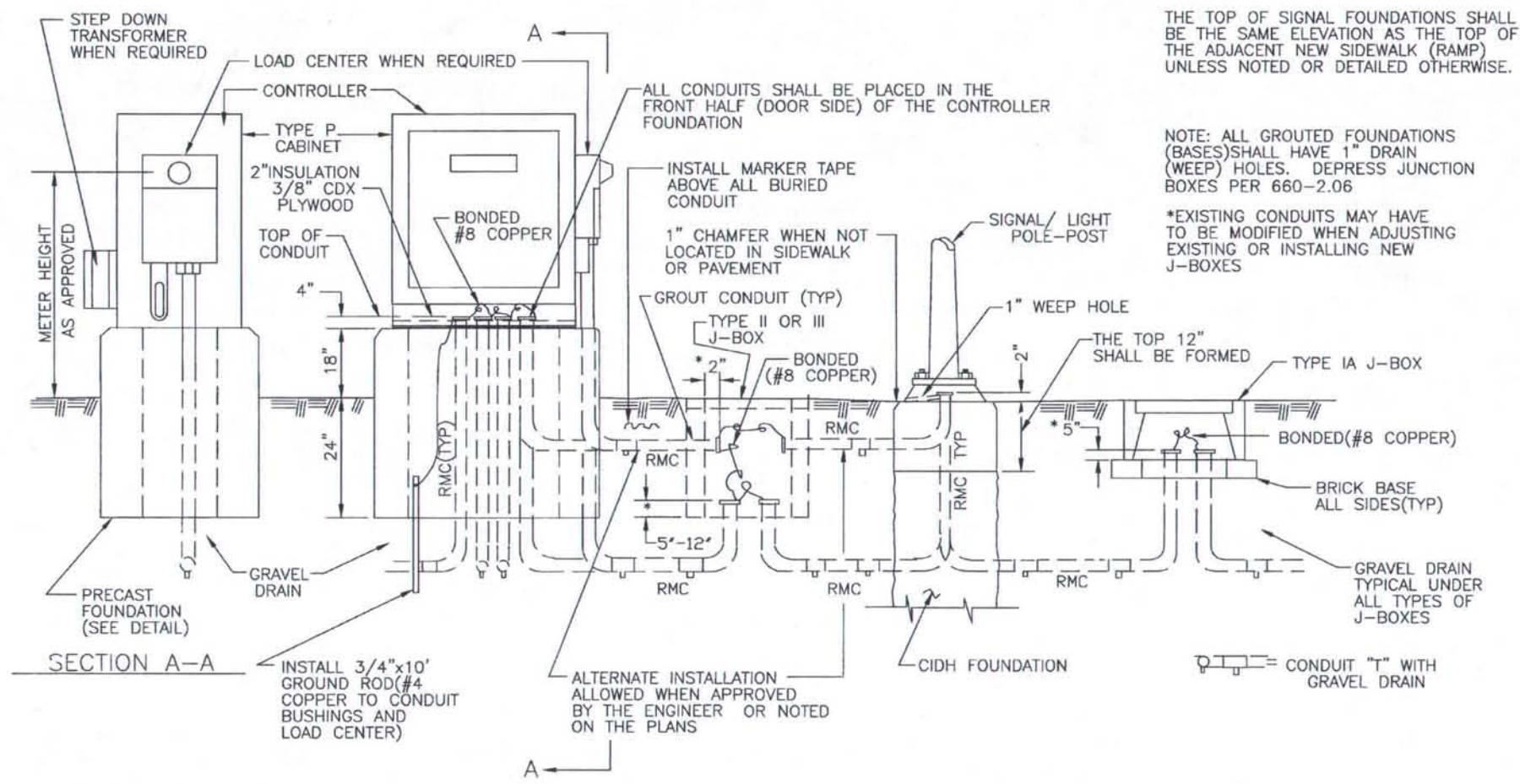
SIGNAL DETAILS

SP4



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	109	124

FOUNDATION - CONDUIT - J-BOX DETAILS



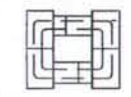
THE TOP OF SIGNAL FOUNDATIONS SHALL BE THE SAME ELEVATION AS THE TOP OF THE ADJACENT NEW SIDEWALK (RAMP) UNLESS NOTED OR DETAILED OTHERWISE.

NOTE: ALL GROUTED FOUNDATIONS (BASES) SHALL HAVE 1" DRAIN (WEEP) HOLES. DEPRESS JUNCTION BOXES PER 660-2.06

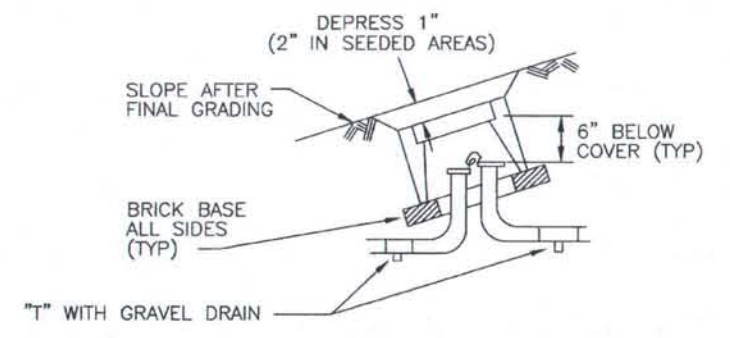
\*EXISTING CONDUITS MAY HAVE TO BE MODIFIED WHEN ADJUSTING EXISTING OR INSTALLING NEW J-BOXES

BRICK BASE FOR J-BOXES

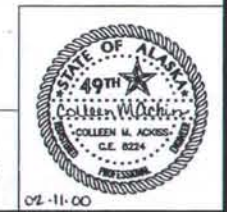
(TYPE IA)



TYPE IA J-BOX INSTALLATION ON SLOPE



**AS-BUILT PLANS**  
 INITIALS *[Signature]* DATE *03/16/02*



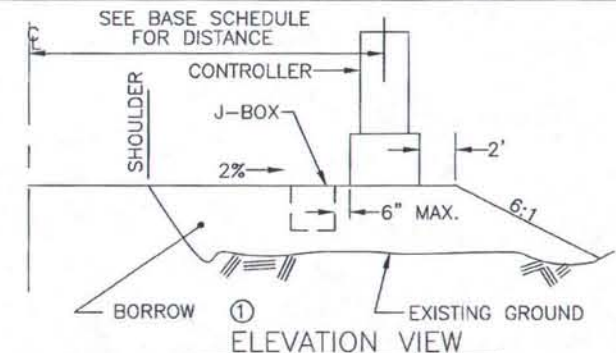
SIGNAL DETAILS

SP5

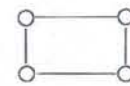
02-11-00

# GRADING DETAILS FOR SIGNAL POLE & CONTROLLER FOUNDATIONS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	110	124

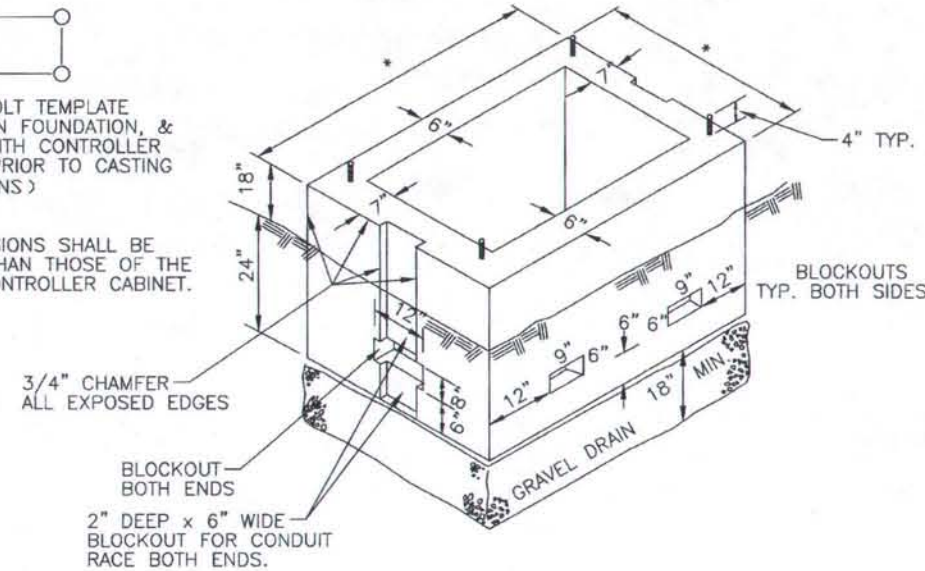


## PRECAST CONTROLLER FOUNDATION (FOR TYPE "P" CABINET)

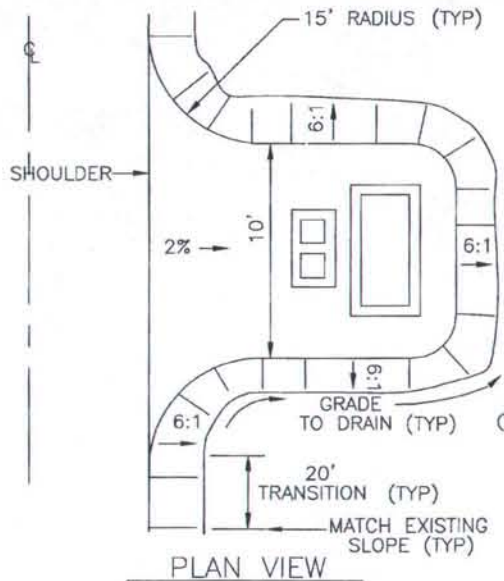


ANCHOR BOLT TEMPLATE  
(CENTER ON FOUNDATION, & CONFIRM WITH CONTROLLER CABINETS PRIOR TO CASTING FOUNDATIONS)

\* THESE DIMENSIONS SHALL BE 2" LONGER THAN THOSE OF THE APPROVED CONTROLLER CABINET.

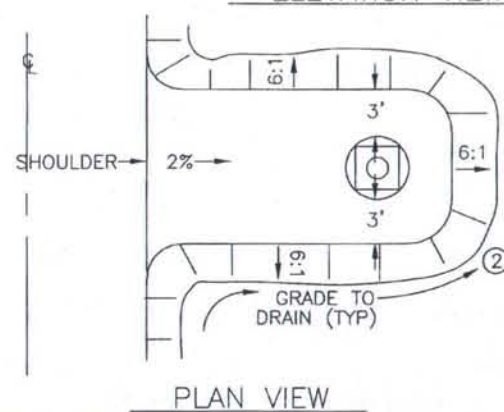
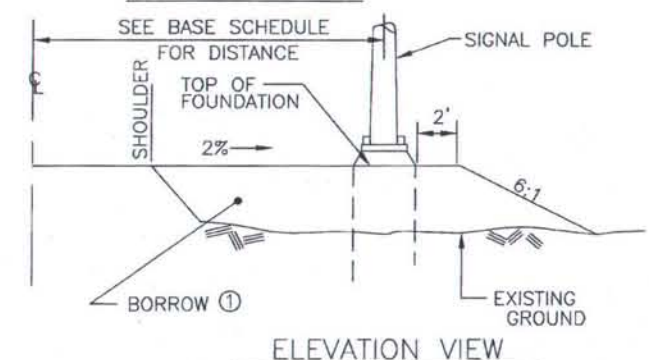


- FOUNDATION SHALL BE REINFORCED WITH #4 RE-STEEL ON 12" CENTERS BOTH HORIZONTAL & VERTICAL ALL SIDES. MINIMUM 10" OVERLAP ON ALL HORIZONTAL RE-STEEL AT CORNERS & SPLICES.
- THERE SHALL BE A MINIMUM OF 2" OF CONCRETE COVER FOR ALL REBAR & ANCHOR BOLTS.
- ANCHOR BOLTS SHALL BE 3/4"x12"x4" GALVANIZED, TOP 6" THREADED & AS APPROVED BY THE ENGINEER. THEY SHALL BE HELD IN PLACE DURING CASTING WITH AN APPROVED TEMPLATE. EACH BOLT SHALL BE FURNISHED WITH A NUT & FLAT WASHER.
- ALL CONCRETE SHALL BE CLASS A.
- ALL BLOCKOUTS, EXCEPT FOR THE VERTICAL CONDUIT RACES SHALL BE GROUTED FULL INCLUDING THOSE USED FOR CONDUIT.
- ALL CONDUITS SHALL EXTEND 4" ABOVE THE TOP OF FOUNDATION.
- COMPACT GRAVEL DRAIN PRIOR TO INSTALLING FOUNDATION. INSTALL FOUNDATION LEVEL & COMPACT BACKFILL AS APPROVED BY THE ENGINEER.
- 2" INSULATION AND 3/8" PLYWOOD REQUIRED.

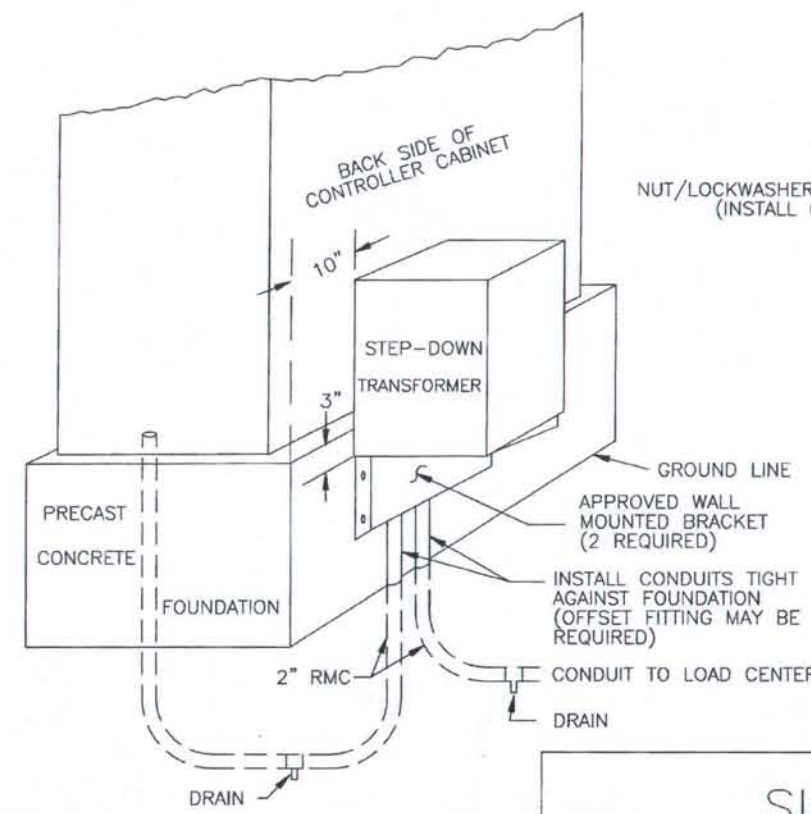


① ALL BORROW AND COMPACTION SHALL MEET THE REQUIREMENTS OF SECTION 203 OF THE SPECIFICATIONS

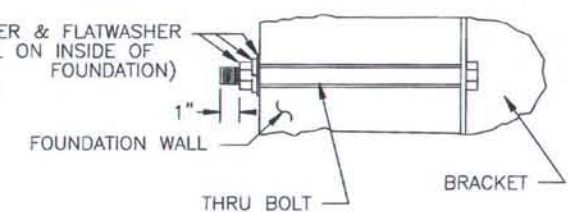
## CONTROLLER CABINET MOUNTED TRANSFORMER DETAIL



② ALL BORROW, COMPACTION AND GRADING SHOWN ON THESE DETAILS SHALL NOT BE MEASURED FOR PAYMENT BUT BE CONSIDERED INCIDENTAL TO EXISTING CONTRACT PAY ITEMS.



### THRU BOLT DETAIL



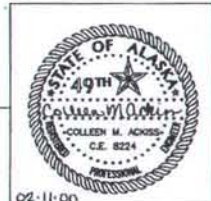
NOTE: INSTALL MOUNTING BRACKETS BY FIELD DRILLING FOUNDATION AND THRU BOLTING WITH A MINIMUM OF TWO 1/2" BOLTS PER BRACKET. DRILLED HOLES SHALL HAVE A MAXIMUM SIZE OF 1/4" LARGER DIAMETER THAN BOLT AND ANY SPALLING SHALL BE REPAIRED PRIOR TO INSTALLING BRACKETS.

**AS-BUILT PLANS**

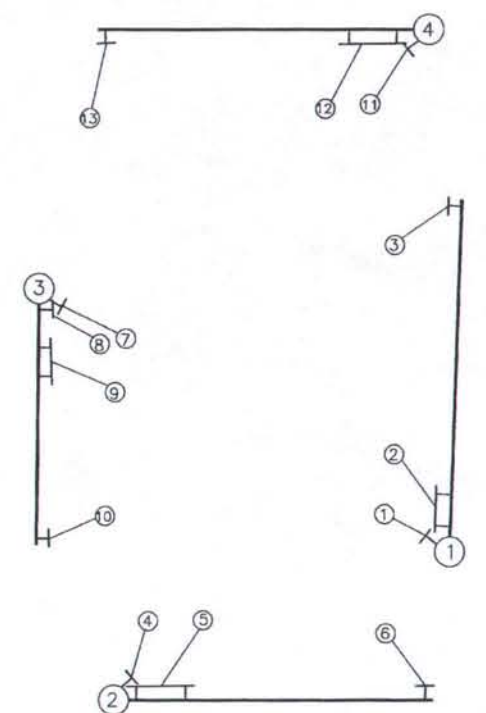
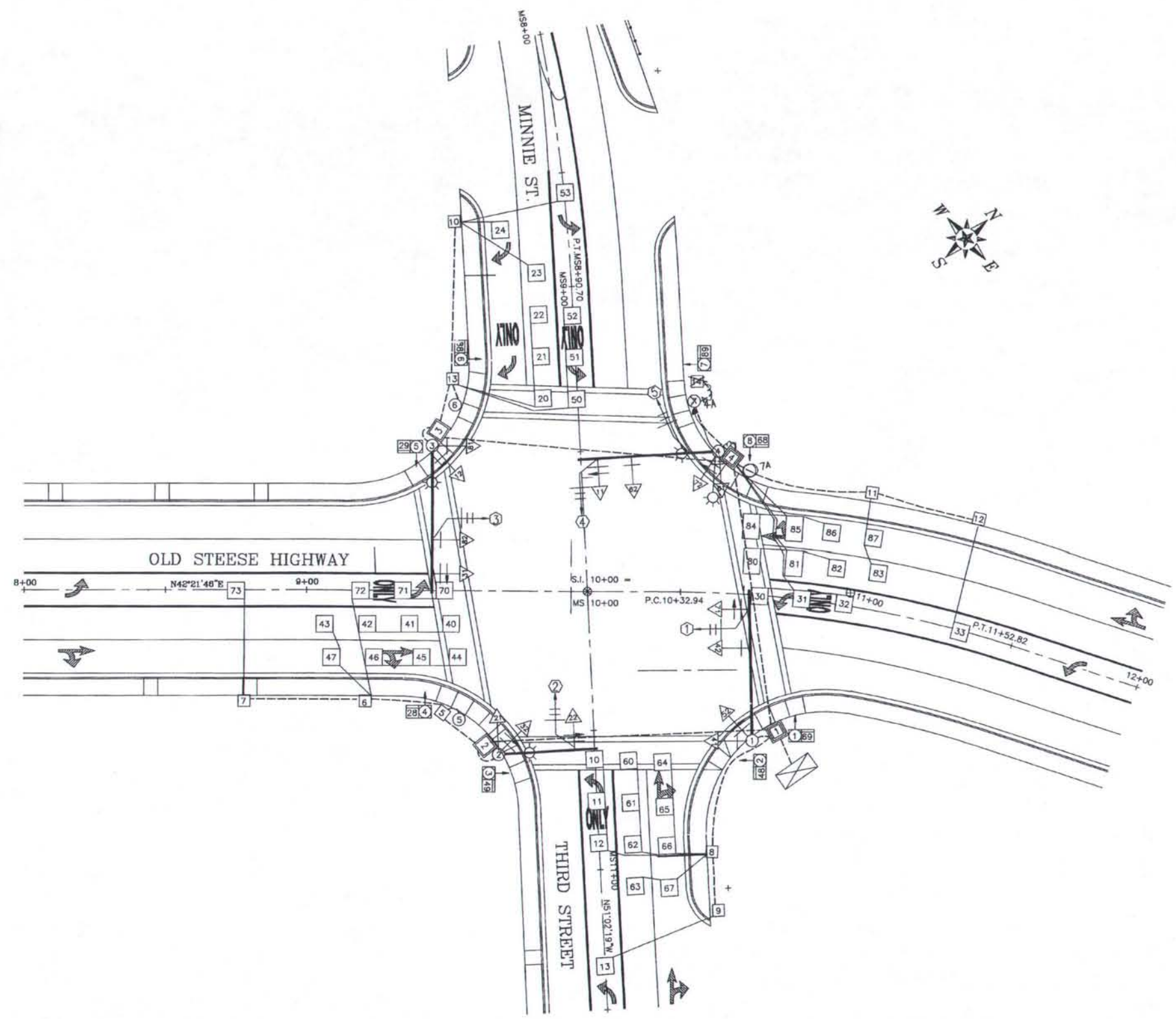
INITIALS *[Signature]* DATE *[Date]*

SIGNAL DETAILS

SP6



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	111	124



SIGNAL MAST ARM SIGNS  
SEE SIGNAL SIGN SCHEDULE ON SHEET NO. 114

NOTE: SEE SHEET NO. 91 FOR ILLUMINATION DETAILS.

**AS-BUILT PLANS**  
INITIALS *LA* DATE *09/26/02*

MINNIE/THIRD STREET/OLD STEESE  
SIGNALIZATION PLAN

SP7



02-11-00



BASE & JUNCTION BOX SCHEDULE

LOCATION		DESCRIPTION			BASE TYPE ①			JUNCTION BOX TYPE				REMARKS
STATION	OFFSET	POLE NO.	JUNCTION BOX NO.	CONTROLLER	CIDH	P	A	IA	II	III	IV	
MS 10+57	58.58' LT	1			X							INSTALL ADJACENT TO BACK OF SIDEWALK
MS 10+57	34' RT	2			X							INSTALL ADJACENT TO BACK OF SIDEWALK
MS 9+45	53' RT	3			X							INSTALL ADJACENT TO BACK OF SIDEWALK
MS 9+53.31	40.18' LT	4A			X							INSTALL ADJACENT TO BACK OF SIDEWALK
MS 10+41	49' RT	5					X					INSTALL ADJACENT TO BACK OF SIDEWALK
MS 9+27.32	43.41' RT	6					X					INSTALL ADJACENT TO BACK OF SIDEWALK
MS 9+37.60	60.18' LT	7A					X					INSTALL ADJACENT TO BACK OF SIDEWALK
OS 10+73	RT			X		X						INSTALL BEHIND J-BOX 1
OS 10+73	RT		1						X			INSTALL ADJACENT TO BACK OF SIDEWALK
MS 10+52	RT		2					X				INSTALL ADJACENT TO BACK OF SIDEWALK
MS 9+40	RT		3					X				INSTALL ADJACENT TO BACK OF SIDEWALK
OS 10+47	LT		4						X			INSTALL ADJACENT TO BACK OF SIDEWALK
OS 9+59	RT		5				X					INSTALL ADJACENT TO BACK OF SIDEWALK
OS 9+20	RT		6				X					INSTALL ADJACENT TO BACK OF SIDEWALK
OS 8+78	RT		7				X					INSTALL ADJACENT TO BACK OF SIDEWALK
MS 10+95	LT		8				X					INSTALL ADJACENT TO BACK OF SIDEWALK
MS 11+15	LT		9				X					INSTALL ADJACENT TO BACK OF SIDEWALK
MS 8+65	RT		10				X					INSTALL ADJACENT TO BACK OF SIDEWALK
OS 10+96	LT		11				X					INSTALL ADJACENT TO BACK OF SIDEWALK
OS 11+31	LT		12				X					INSTALL ADJACENT TO BACK OF SIDEWALK
MS 9+22	RT		13				X					INSTALL ADJACENT TO BACK OF SIDEWALK
MS 9+29	LT		14				X					INSTALL ADJACENT TO BACK OF SIDEWALK

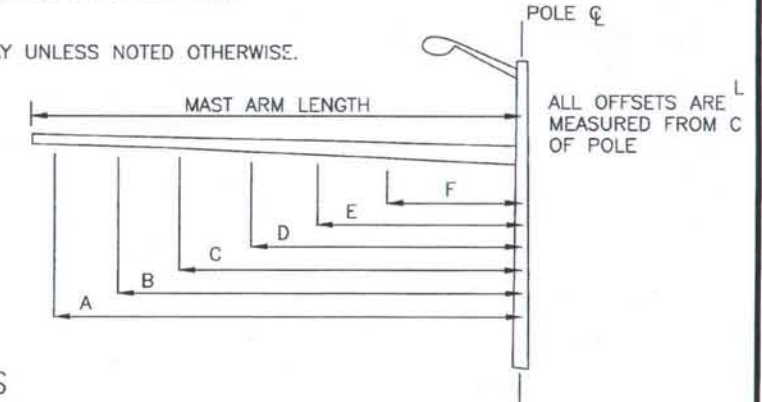
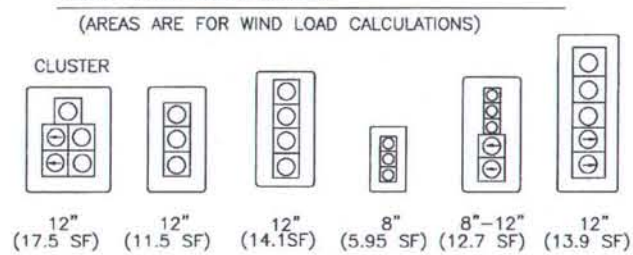
① P=PRECAST BASE (FOUNDATION).  
 A=TYPE A SEE T-31.00.  
 CIDH=CAST IN DRILLED HOLE

POLE-POST DESIGN LOADING SCHEDULE

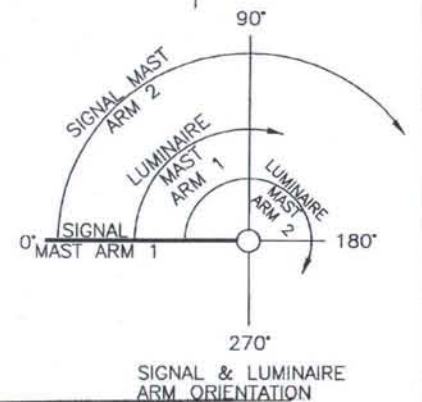
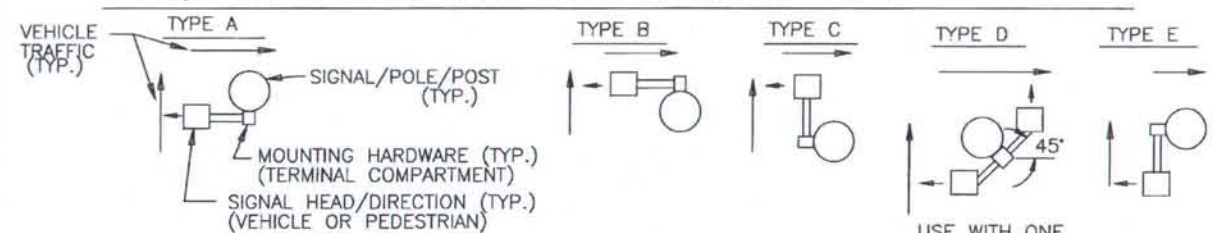
POLE NO.	CORNER	LUM. ARM L. (Ft.)	SIGNAL ARM L. (Ft.)	A	B	C	D	E	F	REMARKS
1	NE	-	54.5'	SIG. OR SIGN LOC. OFFSET (Ft.) L x W OR S.F.	SIGN 53.5' 30" x 36"	SIG. 47.5' 17.5 SF	SIG. 35.5' 11.5 SF	SIGN 5.5' 102" x 48"		
2	SE	15	35.5'	SIG. OR SIGN LOC. OFFSET (Ft.) L x W OR S.F.	SIGN 34.5' 30" x 36"	SIG. 28.5' 17.5 SF	SIGN 10.5' 30" x 36"	SIGN 3' 120" x 18"		LUMINAIRE AT 0'
3	SW	15	53'	SIG. OR SIGN LOC. OFFSET (Ft.) L x W OR S.F.	SIGN 52' 30" x 36"	SIG. 46' 17.5 SF	SIG. 34' 11.5 SF	SIGN 5.5' 102" x 48"		LUMINAIRE AT 0'
4	NW	15 / 15	50'	SIG. OR SIGN LOC. OFFSET (Ft.) L x W OR S.F.	SIGN 49' 30" x 36"	SIG. 43' 17.5 SF	SIG. 31' 11.5 SF	SIGN 6' 120" x 18"		LUMINAIRE AT 0' & 270'
5	SE									SEE DETAIL SHEET NO. 108
6	SW									SEE DETAIL SHEET NO. 108
7	NW									SEE DETAIL SHEET NO. 108

- BOTH SIGNAL AND ILLUMINATION MAST ARMS ARE ORIENTATED IN THE SAME DIRECTION UNLESS NOTED OTHERWISE.
- ORIENT SIGNAL MAST ARM(S) 90° TO C OF ROADWAY UNLESS NOTED OTHERWISE.

SIGNAL HEAD CONFIGURATIONS



POLE/POST SIGNAL HEAD SIDE MOUNTING TYPES



VEHICULAR SIGNAL HEAD SCHEDULE

POLE/POST NO.	FACE NO.	INDICATIONS									MOUNTING			REMARKS	
		12" BALL			12" ARROW			8" BALL			MAST ARM LOC. OFFSET	ELEV. PLUMB.	SIDE MTNG. TYPE		TOP OF POST
		R	Y	G	R	Y	G	R	Y	G					
1	52				L	L	L	X	X	0'		D			
	41	L	X	X						0'		D			
	42	L	X	X						35.5'	X				
2	71	L	X	X	X	L	L			47.5'	X		CLUSTER		
	32				L	L	L	X	X	0'		D			
	21	L	X	X						0'		D			
3	22	L	X	X	X	L	L			28.5'	X		CLUSTER		
	12				L	L	L	X	X	0'		D			
	81	L	X	X						0'		D			
4	82	L	X	X						34'	X				
	31	L	X	X	X	L	L			46'	X		CLUSTER		
	72				L	L	L	X	X	0'		D			
4	61	L	X	X						0'		D			
	62	L	X	X						31'	X				
	11	L	X	X	X	L	L			43'	X		CLUSTER		

LOCATION OFFSETS ARE FROM CENTER OF SIGNAL HEAD TO C OF SIGNAL POLE  
 L = RED OR RED, YELLOW, OR GREEN ARROW LED SIGNAL MODULE  
 X = NEW SIGNAL HEAD

PED SIGNAL HEAD SCHEDULE

POLE/POST NO.	FACE NO.	MOUNTING TYPE	REMARKS
1	69	P	
	48	P	
2	49	P	
5	28	P	
3	29	P	
6	88	P	
34	89	P	
47	68	P	

ALL NEW PEDESTRAIN SIGNAL HEADS SHALL BE LED.

THIRD / MINNIE / OLD STEESE SIGNAL SUMMARIES

AS-BUILT PLANS

INITIALS DATE

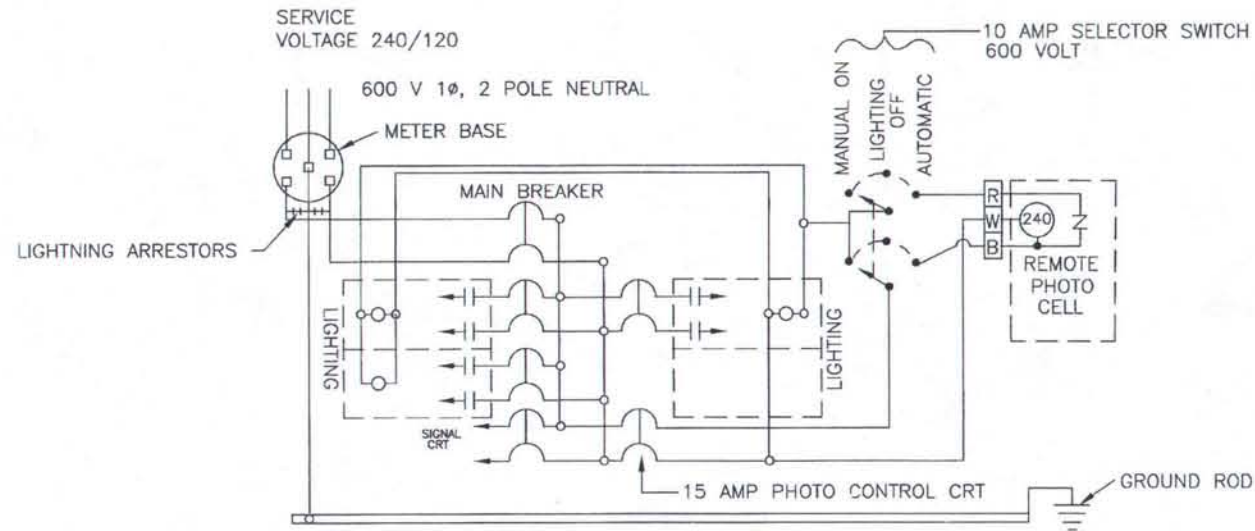


SP8

02-11-00

## LOAD CENTER WIRING DIAGRAM

REVISES STANDARD DRAWING L-20



### NOTES

- REFER TO STANDARD DRAWING L-20 FOR WIRE SIZES, NOTES & ADDITIONAL DETAILS.
- EACH FUTURE LIGHTING CIRCUIT (LGT CRT.) NOTED IN THE LOAD CENTER SUMMARY SHALL HAVE ITS OWN 2 POLE CONTACTOR INSTALLED DOWNSTREAM FROM EACH LIGHTING BRANCH BREAKER. COILS SHALL BE WIRED IN PARALLEL.

### SUMMARY OF NEW LOAD CENTERS AND CIRCUITS

ITEM 661 (3)

#### LOAD CENTER M

240/120V SINGLE PHASE SERVICE  
100 AMP MAIN BREAKER

CIRCUIT	BRANCH BREAKER	PURPOSE	CONTACTOR
M-1	20 AMP 240V	FUTURE LIGHTING	30 AMP
M-2	20 AMP 240V	FUTURE LIGHTING	30 AMP
M-3	50 AMP 120V	SIGNAL	---

### NOTES:

- LOCATION OF LOAD CENTER M SHALL BE LOCATED IN THE FIELD AND SHALL BE WITHIN 30 FEET OF THE DROP POLE 2N-8. CIRCUIT M-3 SHALL BY-PASS THE PHOTO ELECTRIC CONTROL CELL.

**AS-BUILT PLANS**

INITIALS *la* DATE *02/11/00*

THIRD / MINNIE / OLD STEESE  
LOAD CENTER WIRING DIAGRAM

SP9



02-11-00

LOOP DET. NO.	ASSIGNMENT				INSTALLATION				ASC/2 DETECTOR INFORMATION				REMARKS
	ACS/2 CHANNEL NO.	PHASE NO.	CABLE NO.	COUNT NO.	DIMENSIONS		NO. TURNS	CONNECT IN SERIES WITH	DET. TYPE	EXTEND TIME (SEC.)	DELAY TIME (SEC.)	LOCK MEM.	
					L (FT)	W (FT)							
50					6	6	4	51, 52					
51	12	5	8		6	6	3	50, 52	1	---	2.0		
52					6	6	3	50, 51					
53	13	5	3	14	6	6	3	---	1	2.0	---		
60					6	6	4	61, 63					
61	14	6	9		6	6	3	60, 63	0	---	---		
62					6	6	3	60, 61					
63	16	6	11	21	6	6	3	---	0	---	---		
64					6	6	4	65, 66					
65	15	6	10		6	6	3	64, 66	0	---	---		
66					6	6	3	64, 65					
67	17	6	11	22	6	6	3	---	0	---	---		
70					6	6	4	71, 72					
71	18	7	12		6	6	3	70, 72	1	---	2.0		
72					6	6	3	70, 71					
73	19	7	7	2	6	6	3	---	1	2.0	---		
80					6	9	4	81, 82					
81	20	8	13		6	9	3	80, 82	0	---	---		
82					6	6	3	80, 81					
83	22	8	15	9	6	6	3	---	0	---	---		
84					6	9	4	85, 86					
85	21	8	14		6	9	3	84, 86	0	---	---		
86					6	6	3	84, 86					
87	23	8	15	10	6	6	3	---	0	---	---		
10					6	6	4	11, 12					
11	1	1	1		6	6	3	10, 12	1	---	2.0		
12					6	6	3	10, 11					
13	2	1	11	20	6	6	3	---	1	2.0	---		
20					6	6	4	21, 22					
21	3	2	2		6	6	3	20, 22	0	---	---		
22					6	6	3	20, 21					
23	4	2	3	15	6	6	3	---	0	---	---		
24	5	2	3	18	6	6	4	---	1	---	5.0		
30					6	6	4	31, 32					
31	6	3	4		6	6	3	30, 32	1	---	2.0		
32					6	6	3	30, 31					
33	7	3	15	8	6	6	3	---	1	2.0	---		
40					6	6	4	41, 42					
41	8	4	5		6	6	3	40, 42	0	---	---		
42					6	6	3	40, 41					
43	10	4	7	3	6	6	3	---	0	---	---		
44					6	6	4	45, 46					
45	9	4	6		6	6	3	44, 46	0	---	---		
46					6	6	3	44, 45					
47	11	4	7	4	6	6	3	---	0	---	---		

SEE SHEET NO. 108 FOR DETECTION LOOP LAYOUT  
 LOOPS ARE TO BE CENTERED IN THEIR RESPECTIVE LANES UNLESS NOTED OTHERWISE

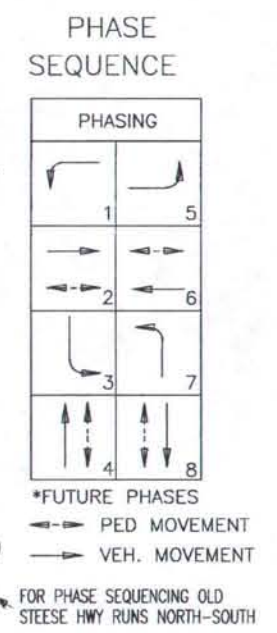
FLASH PROGRAM COLOR								
PHASE	1	2	3	4	5	6	7	8
COLOR	R	R	R	R	R	R	R	R

\*FUTURE PHASE

PEDESTRIAN DETECTION SCHEDULE			
POLE	PUSH BUTTON	PHASE	REMARKS
1	1	6	
	2	4	
2	3	4	
5	4	2	
3	5	2	
6	6	8	
*7A	7	8	
*7A	8	6	

OPTICOM DETECTOR SCHEDULE				
LOCATION	DET NO	PHASE CALL	FACING DIR.	PREEMPTOR PRIORITY
ON TOP HEAD 71	1	4 + 7	S	3
DN TOP HEAD 22	2	2 + 5	W	4
ON TOP HEAD 82	3	8 + 3	N	5
ON TOP HEAD 11	4	6 + 1	E	6
NEXT TO SIGN 12	5	2 + 5	W	4

---+---+---+ OPTICOM DETECTOR NUMBER  
 FOR FACING DIRECTION OLD STEESE HWY RUNS NORTH-SOUTH



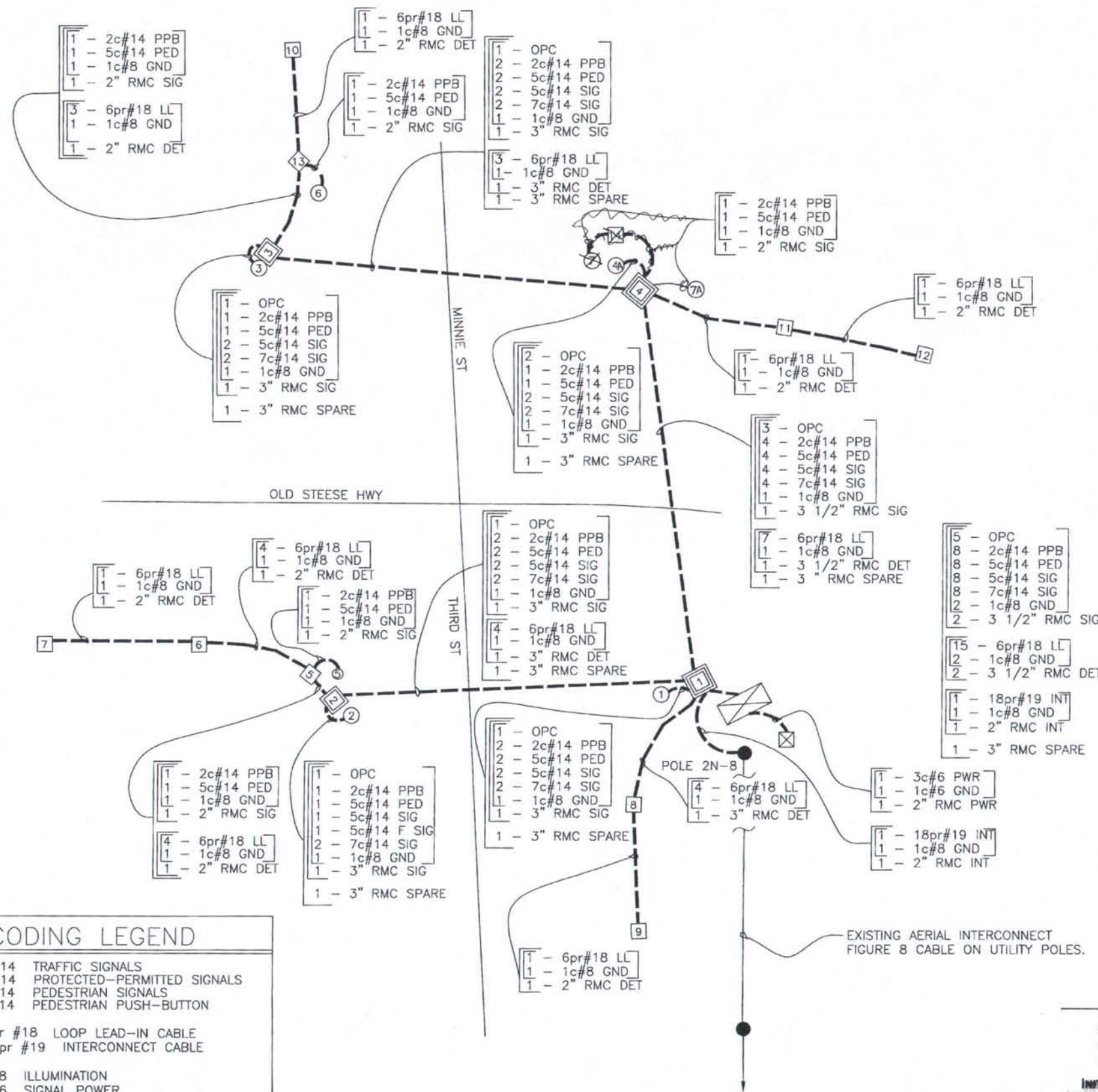
SIGN NO.	LOCATION		CODE NO.	LEGEND	SIZE	AREA SQ.FT.	THICKNESS		REMARKS
	POLE NO.	OFFSET					FRAMED	UNFRAMED	
1	1	0'	R10-12	LEFT TURN YIELD ON GREEN ●	30 x 36	7.5		0.080	USE SIGN LAYOUT FROM FEDERAL MANUAL
2	1	5.5'	D3-1C	— Minnie St Third St —	102 x 48	34	0.125		
3	1	53.5'	R10-13	ONLY ↶ YIELD ON ●	30 x 36	7.5		0.080	
4	2	0'	R10-12	LEFT TURN YIELD ON GREEN ●	30 x 36	7.5		0.080	USE SIGN LAYOUT FROM FEDERAL MANUAL
5	2	3'	D3-1B	Old Steese Hwy	120 x 18	15	0.125		SEE NOTE ①
6	2	10.5'	R3-5R	↶ ONLY	30 x 36	7.5		0.080	
7	2	34.5'	R10-13	ONLY ↶ YIELD ON ●	30 x 36	7.5		0.080	
8	3	0'	R10-12	LEFT TURN YIELD ON GREEN ●	30 x 36	7.5		0.080	USE SIGN LAYOUT FROM FEDERAL MANUAL
9	3	5.5'	D3-1C	— Third St Minnie St —	102 x 48	34	0.125		
10	3	52'0	R10-13	ONLY ↶ YIELD ON ●	30 x 36	7.5		0.080	
11	4	0'	R10-12	LEFT TURN YIELD ON GREEN ●	30 x 36	7.5		0.080	USE SIGN LAYOUT FROM FEDERAL MANUAL
12	4	6'	D3-1B	Old Steese Hwy	120 x 18	15			
13	4	49'	R10-13	ONLY ↶ YIELD ON ●	30 x 36	7.5	0.125	0.080	

TOTAL S.F. = 165.5

LOCATION OFFSETS ARE FROM CENTER OF SIGN TO Q OF SIGNAL POLE  
 ① THIS SIGN WILL OVERHANG POLE 2 AND WILL NEED ADJUSTMENT WITH THE CLAMP SPACING. INSTALL SIGN USING TWO CLAMPS AND ADJUST THE SPACING SO THAT THE CLAMP IS NOT INTERFERING WITH THE MAST ARM CONNECTION.

**AS-BUILT PLANS**  
 INITIALS *[Signature]* DATE *[Date]*  
 STATE OF ALASKA  
 COLLEEN M. ACHESON  
 C.E. 8224  
 1997-2000  
 02-11-00

THIRD / MINNIE / OLD STEESE  
 SIGNAL SUMMARIES  
 SP10

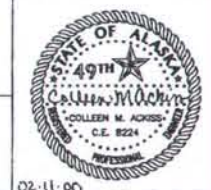


NOTE:  
ATTACH A 2 INCH RMC TO POLE NO. 2N-8 WITH STANDOFF BRACKETS MEETING THE UTILITIES REQUIREMENTS. AN APPROVED AERIAL SPLICE ENCLOSURE SHALL BE UTILIZED TO SPLICE INTO THE EXISTING AERIAL INTERCONNECT LINE ALONG THIRD STREET.

### WIRING DIAGRAM CODING LEGEND

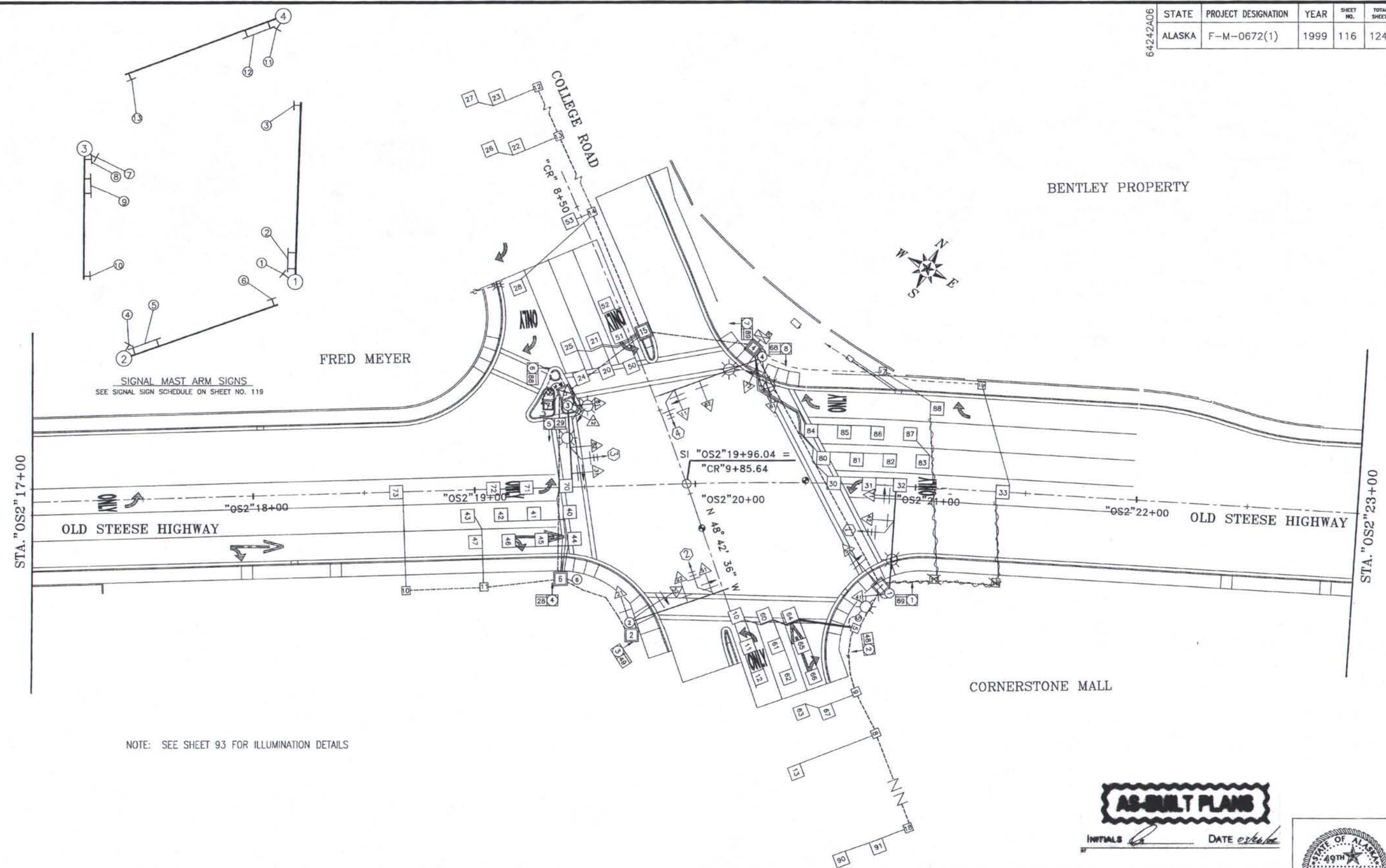
OPC = OPTICOM CABLE	5c#14 TRAFFIC SIGNALS
LL = LOOP LEAD-IN	7c#14 PROTECTED-PERMITTED SIGNALS
INT = INTERCONNECT CABLE	5c#14 PEDESTRIAN SIGNALS
PWR = POWER CONDUCTORS FOR SIGNAL CONTROLLER	2c#14 PEDESTRIAN PUSH-BUTTON
E = EXISTING	6 pr #18 LOOP LEAD-IN CABLE
GND = GROUND	18 pr #19 INTERCONNECT CABLE
ILL = ILLUMINATION	3c#8 ILLUMINATION
RMC = RIGID METAL CONDUIT	3c#6 SIGNAL POWER
PVC = POLYVINYLCHLORIDE CONDUIT	1c#8 BARE COPPER
PPB = PEDESTRIAN PUSH BUTTON	
SIG = SIGNAL	
PED = PEDESTRIAN SIGNAL	
DET = DETECTION CONDUIT	
F = FUTURE USE	

**AS-BUILT PLANS**  
INITIALS: *[Signature]* DATE: *03/16/00*



MINNIE / THIRD / OLD STEESE  
WIRING DIAGRAM SP11

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	116	124



SIGNAL MAST ARM SIGNS  
SEE SIGNAL SIGN SCHEDULE ON SHEET NO. 119

NOTE: SEE SHEET 93 FOR ILLUMINATION DETAILS

**AS-BUILT PLANS**

INITIALS *CS* DATE *02/11/00*

COLLEGE ROAD/OLD STEESE  
SIGNALIZATION PLAN

SP12



02-11-00

### BASE & JUNCTION BOX SCHEDULE

LOCATION		DESCRIPTION			BASE TYPE ①			JUNCTION BOX TYPE				REMARKS
STATION	OFFSET	POLE NO.	JUNCTION BOX NO.	CONTROLLER	CIDH	P	A	IA	II	III	IV	
"OS" 20+87	45.3' RT	1			X							INSTALL ADJACENT TO BACK OF SIDEWALK
"CR" 10+36	43' RT	2			X							INSTALL ADJACENT TO BACK OF SIDEWALK
"OS" 19+42.5	37' LT	3			X							INSTALL 3.5' BEHIND FACE OF CURB
"CR" 9+44	52' LT	4			X							INSTALL ADJACENT TO BACK OF SIDEWALK
"CR" 10+69	49' LT	5					X					
"OS" 19+46	40' RT	6					X					
"CR" 9+23.26	37' 44' RT	7B					X					
"CR" 9+39	LT			X		X						INSTALL FLUSH BEHIND J-BOX 4
"OS" 20+82	RT		1					X				INSTALL ADJACENT TO BACK OF SIDEWALK
"CR" 10+31	RT		2					X				INSTALL ADJACENT TO BACK OF SIDEWALK
"OS" 19+42.5 CR 9+26	LT RT		3					X				CENTER IN ISLAND
"CR" 9+39	LT		4						X			INSTALL ADJACENT TO BACK OF SIDEWALK
"CR" 10+74	LT		5					X				INSTALL ADJACENT TO BACK OF SIDEWALK
"OS" 19+41	RT		6						X			INSTALL ADJACENT TO BACK OF SIDEWALK
"CR" 9+28	RT		7					X				CENTER IN ISLAND
"CR" 11+22	LT		8					X				INSTALL ADJACENT TO BACK OF SIDEWALK
"CR" 11+01	LT		9					X				INSTALL ADJACENT TO BACK OF SIDEWALK
"OS" 18+68	RT		10					X				INSTALL ADJACENT TO BACK OF SIDEWALK
"OS" 19+03	RT		11					X				INSTALL ADJACENT TO BACK OF SIDEWALK
"CR" 6+73	LT		12					X				CENTER IN MEDIAN
"CR" 7+58	LT		13					X				CENTER IN MEDIAN
"CR" 8+55	LT		14					X				CENTER IN MEDIAN
"CR" 9+14	LT		15						X			CENTER IN MEDIAN
"OS" 21+36	RT LT		16					X				INSTALL ADJACENT TO BACK OF SIDEWALK
"OS" 21+05 20+86	RT LT		17					X				INSTALL ADJACENT TO BACK OF SIDEWALK
"CR" 13+00	LT		18					X				INSTALL ADJACENT TO BACK OF SIDEWALK

① P=PRECAST BASE (FOUNDATION). ② USED EXISTING CIDH BASE AND POLE, INSTALLED ALL NEW EQUIPMENT AND WIRE.  
 A=TYPE A SEE T-31.00.  
 CIDH=CAST IN DRILLED HOLE

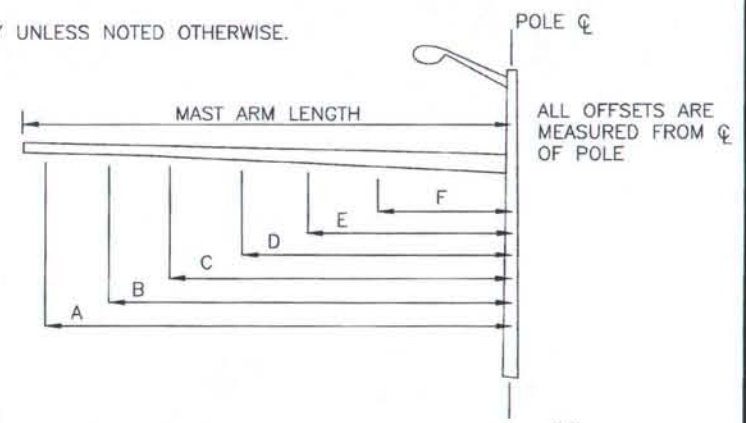
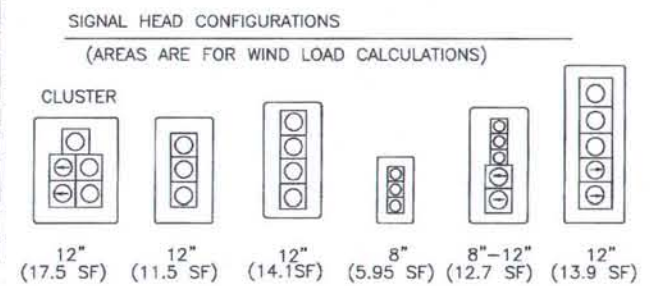
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	117	124

### POLE-POST DESIGN LOADING SCHEDULE

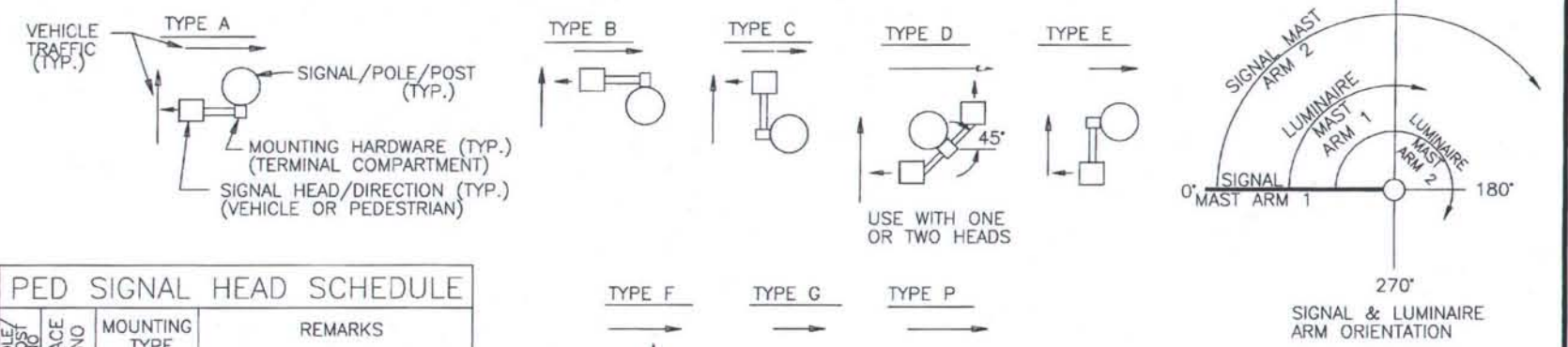
POLE NO.	CORNER	LUM. ARM L. (Ft.)	SIGNAL ARM L. (Ft.)	A	B	C	D	E	F	REMARKS
1	NE	15	46	SIG. OR SIGN	SIGN	SIG.	SIG.	SIGN		LUMINAIRES AT 0' AND 250'
				LOC. OFFSET (Ft.)	45'	39'	27'	4.5'		
				L x W OR S.F.	30" x 36"	17.5 SF	11.5 SF	84" x 18"		
2	SE	-	43.5	SIG. OR SIGN	SIGN	SIG.	SIG.	SIGN		
				LOC. OFFSET (Ft.)	42.5'	36.5'	24.5'	6'		
				L x W OR S.F.	30" x 36"	17.5 SF	11.5 SF	120" x 18"		
3	SW	15	38	SIG. OR SIGN	SIGN	SIG.	SIG.	SIGN	SIGN	LUMINAIRES AT 0' AND 250'
				LOC. OFFSET (Ft.)	37'	31'	19'	10.5'	2.5'	
				L x W OR S.F.	30" x 36"	17.5 SF	11.5 SF	84" x 18"	30" x 36"	
4	NW	15	50	SIG. OR SIGN	SIGN	SIG.	SIG.	SIGN		LUMINAIRES AT 0' AND 250'
				LOC. OFFSET (Ft.)	49'	43'	31'	6'		
				L x W OR S.F.	30" x 36"	17.5 SF	11.5 SF	120" x 18"		

POLES 5, 6, & 7 SEE DETAIL SHEET NO. 108

- BOTH SIGNAL AND ILLUMINATION MAST ARMS ARE ORIENTED IN THE SAME DIRECTION UNLESS NOTED OTHERWISE.
- ORIENT SIGNAL MAST ARM(S) 90° TO CL OF ROADWAY UNLESS NOTED OTHERWISE.



### POLE/POST SIGNAL HEAD SIDE MOUNTING TYPES



### VEHICULAR SIGNAL HEAD SCHEDULE

POLE/POST NO.	FACE NO.	INDICATIONS									MOUNTING			REMARKS
		12" BALL			12" ARROW			8" BALL			MAST ARM LOC. OFFSET	SIDE MTNG. TYPE	TOP OF POST	
		R	Y	G	R	Y	G	R	Y	G				
1	52				L	L	L	X	X	0'		D		
	41	L	X	X						0'		D		
	42	L	X	X						27'	X			
	71	L	X	X						39'	X		CLUSTER	
2	32				L	L	L	X	X	0'		D		
	21	L	X	X						0'		D		
	22	L	X	X						24.5'	X			
	51	L	X	X						36.5'	X		CLUSTER	
3	12				L	L	L	X	X	0'		D		
	81	L	X	X						0'		D		
	82	L	X	X						19'	X			
	31	L	X	X						31'	X		CLUSTER	
	72				L	L	L	X	X	0'		D		
4	61	X	X	X						0'		D	(PROGRAM VISIBILITY)	
	62	X	X	X						31'	X		(PROGRAM VISIBILITY)	
	11	X	X	X						43'	X		CLUSTER (PROGRAM VISIBILITY)	

### PED SIGNAL HEAD SCHEDULE

POLE/POST NO.	FACE NO.	MOUNTING TYPE	REMARKS
1	69	P	
5	48	P	
2	49	P	
6	28	P	
3	29	P	
7B	88	P	
	89	P	
4	68	P	

LOCATION OFFSETS ARE FROM CENTER OF SIGNAL HEAD TO CL OF SIGNAL POLE  
 L = RED OR RED, YELLOW OR GREEN ARROW LED SIGNAL MODULE  
 X = NEW SIGNAL HEAD

ALL NEW PEDESTRIAN SIGNAL HEADS SHALL BE LED.

### COLLEGE RD / OLD STEESE HWY SIGNAL SUMMARIES

SP13

**AS-BUILT PLANS**  
 INITIALS: [Signature] DATE: 02/06/00

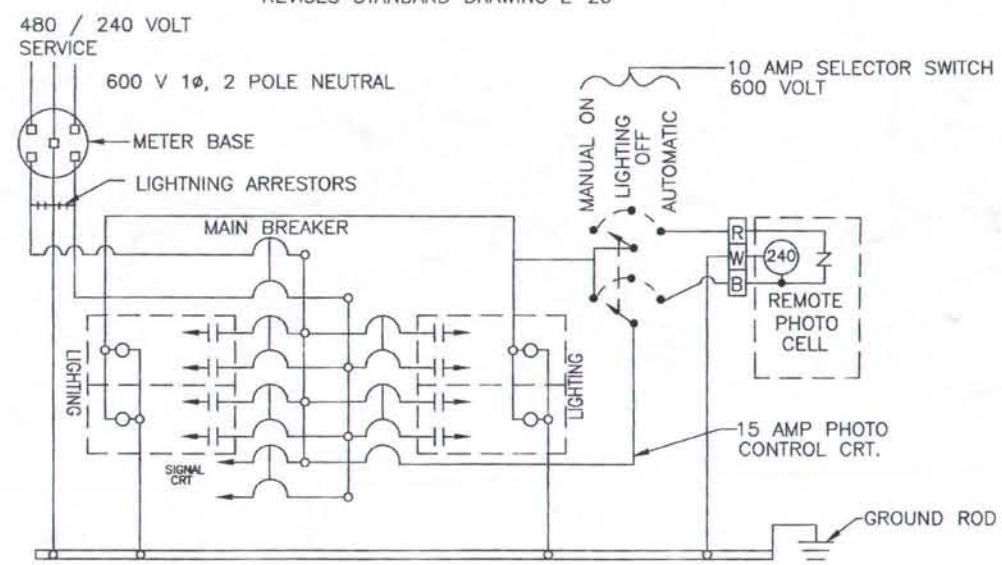


64242B01	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
	ALASKA	F-M-0672(1)/64242	1999	118	124

## LOAD CENTER WIRING DIAGRAM

REVISES STANDARD DRAWING L-20

ADDENDUM NO. 1, ATTACHMENT NO. 26



### NOTES

- REFER TO STANDARD DRAWING L-20 FOR WIRE SIZES, NOTES & ADDITIONAL DETAILS.
- EACH LIGHTING CIRCUIT NOTED IN THE LOAD CENTER SUMMARY SHALL HAVE ITS OWN 2 POLE CONTACTOR INSTALLED DOWNSTREAM FROM EACH LIGHTING BRANCH BREAKER. COILS SHALL BE WIRED IN PARALLEL.

### SUMMARY OF NEW LOAD CENTERS AND CIRCUITS

ITEM 661 (3)

#### LOAD CENTER C

480/240V SINGLE PHASE SERVICE  
100 AMP MAIN BREAKER

CIRCUIT	BRANCH BREAKER	PURPOSE	CONTACTOR
C-1	15 AMP 480V	LIGHTING	30 AMP
C-2	20 AMP 480V	FUTURE LIGHTING	30 AMP
C-3	20 AMP 480V	FUTURE LIGHTING	30 AMP
C-4	30 AMP 480V	SIGNAL *	

### NOTES

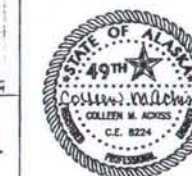
- LOCATION OF LOAD CENTER C WILL BE DETERMINED IN THE FIELD AND SHALL BE WITHIN 50 FEET OF THE DROP POLE. POWER WILL BE PROVIDED FROM POLE 4N-4 TO POLE 4N-6 (DROP POLE). CIRCUIT C-4 SHALL BY-PASS THE PHOTO ELECTRIC CONTROL CELL.
- \* REQUIRES A 25 KVA STEP-DOWN TRANSFORMER TO BE MOUNTED ON THE SIGNAL CONTROLLER CABINET. THE STEP-DOWN TRANSFORMER WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED SUBSIDIARY TO PAY ITEM 661 (3), LOAD CENTER, TYPE 3.

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *[Date]*

COLLEGE RD / OLD STEESE HWY  
LOAD CENTER WIRING DIAGRAM

SP14



04-01-00

LOOP DET. NO.	ASSIGNMENT				INSTALLATION			ASC/2 DETECTOR INFORMATION				REMARKS	
	ACS/2 CHANNEL NO.	PHASE NO.	CABLE NO.	COUNT NO.	DIMENSIONS		NO. TURNS	CONNECT IN SERIES WITH	DET. TYPE	EXTEND TIME (SEC.)	DELAY TIME (SEC.)		LOCK MEM.
					L (FT)	W (FT)							
50					6	6	4	51, 52					
51	14	5	8		6	6	3	50, 52	0				
52					6	6	3	50, 51					
53	15	5	8	14	6	6	3	---	1	2.0			
60					6	6	4	61, 63					
61	16	6	9		6	6	3	60, 63	0				
62					6	6	3	60, 61					
63	18	6	11	21	6	6	3	---	0				
64					6	6	4	65, 66					
65	17	6	10		6	6	3	64, 66	0				
66					6	6	3	64, 65					
67	19	6	11	22	6	6	3	---	0				
70					6	6	4	71, 72					
71	20	7	12		6	6	3	70, 72	1		2.0		
72					6	6	3	70, 71					
73	21	7	7	2	6	6	3	---	1	2.0			
80					6	6	4	81, 82					
81	22	8	13		6	6	3	80, 82	0				
82					6	6	3	80, 81					
83	24	8	15	9	6	6	3	---	0				
84					6	6	4	85, 86					
85	23	8	14		6	6	3	84, 86	0				
86					6	6	3	84, 85					
87	25	8	15	10	6	6	3	---	0				
88	26	8	15	12	6	6	4	---	1		5.0		
10					6	6	4	11, 12					
11	1	1	1		6	6	3	10, 12	0				
12					6	6	3	10, 11					
13	2	1	11	20	6	6	3	---	1	2.0			
20	3	2	2		6	6	4	21	5	2.0	5.0		
21					6	6	3	20					
22	5	2	3		6	6	3	26	1	3.0			
23	6	2	3	15	6	6	3	---	1	5.0			
24	4	2	2		6	6	4	25	5	2.0	5.0		
25					6	6	3	24					
26	5	2	3	16	6	6	3	22	1	3.0			
27	7	2	3		6	6	3	---	1	5.0			
28	29	---	8	18	6	6	3	---	---				FOR COUNT ONLY
30					6	6	4	31, 32					
31	8	3	4		6	6	3	30, 32	1		2.0		
32					6	6	3	30, 31					
33	9	3	15	8	6	6	3	---	1	2.0			
40					6	6	4	41, 42					
41	10	4	5		6	6	3	40, 42	0				
42					6	6	3	40, 41					
43	12	4	7	3	6	6	3	---	0				
44					6	6	4	45, 46					
45	11	4	6		6	6	3	44, 46	0				
46					6	6	3	44, 45					
47	13	4	7	4	6	6	3	---	0				
90	27		16		6	6	3	---	0				QUEUE DETECTION
91	28		16		6	6	3	---	0				QUEUE DETECTION

SEE SHEET NO. 108 FOR DETECTION LOOP LAYOUT. LOOPS ARE TO BE CENTERED IN THEIR RESPECTIVE LANES UNLESS NOTED OTHERWISE.

POLE	PUSH BUTTON	PHASE	REMARKS
1	1	6	
5	2	4	
2	3	4	
6	4	2	
3	5	2	
7B	6	8	
4	7	8	
	8	6	

LOCATION	DET NO	PHASE CALL	FACING DIR.	PREEMPTOR PRIORITY
ON TOP SIG. HD #42	1	4 + 7	S	5
ON TOP SIG. HD #51	2	2 + 5	W	3
ON TOP SIG. HD #82	3	3 + 8	N	4
ON TOP SIG. HD #11	4	1 + 6	E	6

--- ⊕ --- OPTICOM DETECTOR NUMBER  
FOR FACING DIRECTION ASSUME OLD STEESE HWY RUNS NORTH-SOUTH

SIGN NO.	LOCATION		CODE NO.	LEGEND	SIZE	AREA SQ.FT.	THICKNESS		REMARKS
	POLE NO.	OFFSET					FRAMED	UNFRAMED	
1	1	0'	R10-12	LEFT TURN YIELD ON GREEN ●	30 x 36	7.5		0.080	USE SIGN LAYOUT FROM FEDERAL MANUAL
2	1	4.5'	D3-1B	College Rd	84 x 18	10.5	0.125		
3	1	45'	R10-13	ONLY ↗ YIELD ON ●	30 x 36	7.5		0.080	
4	2	0'	R10-12	LEFT TURN YIELD ON GREEN ●	30 x 36	7.5		0.080	USE SIGN LAYOUT FROM FEDERAL MANUAL
5	2	6'	D3-1B	Old Steese Hwy	120 x 18	15	0.125		
6	2	42.5'	R10-13	ONLY ↗ YIELD ON ●	30 x 36	7.5		0.080	
7	3	0'	R10-12	LEFT TURN YIELD ON GREEN ●	30 x 36	7.5		0.080	USE SIGN LAYOUT FROM FEDERAL MANUAL
8	3	2.5'	R3-5R	ONLY	30 x 36	7.5		0.080	
9	3	10.5'	D3-1B	College Rd	84 x 18	10.5	0.125		
10	3	37'	R10-13	ONLY ↗ YIELD ON ●	30 x 36	7.5		0.080	
11	4	0'	R10-12	LEFT TURN YIELD ON GREEN ●	30 x 36	7.5		0.080	USE SIGN LAYOUT FROM FEDERAL MANUAL
12	4	6'	D3-1B	Old Steese Hwy	120 x 18	15	0.125		
13	4	49'	R10-13	ONLY ↗ YIELD ON ●	30 x 36	7.5		0.080	

TOTAL S.F. = 118.5

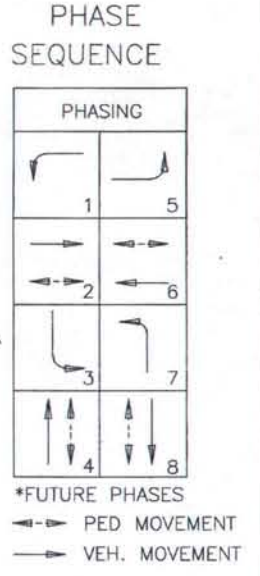
LOCATION OFFSETS ARE FROM CENTER OF SIGN TO Q OF SIGNAL POLE

NOTE:  
LOOPS 90 AND 91 ARE QUEUE DETECTORS TO ALLOW PHASE 2 AND 6 TO BE ACTIVATED TO LIMIT OVERFLOW OF WESTBOUND COLLEGE ROAD TRAFFIC FROM BACKING UP ON TO THE STEESE EXPY. THE MEANS OF ACCOMPLISHING THIS IS BY ASSIGNING PREEMPTOR 2 TO BE TRIGGERED WHEN TRAFFIC IS PRESENT OVER LOOPS 90 AND/OR 91 FOR A SELECTABLE TIME. PREEMPTOR 2 SHALL ONLY BE ACTIVATED DURING PHASE 6 RED, CALLED BY LOOP DETECTORS 90 & 91. THE OCCUPANCY OF DETECTOR 90 AND 91 SHALL BE GOVERNED BY HOLD DELAY TIME SET ON PREEMPTOR 2.

PHASE	1	2	3	4	5	6	7	8
COLOR	R	R	R	R	R	R	R	R

\*FUTURE PHASE

**AS-BUILT PLANS**  
INITIALS *ca* DATE *02/11/00*

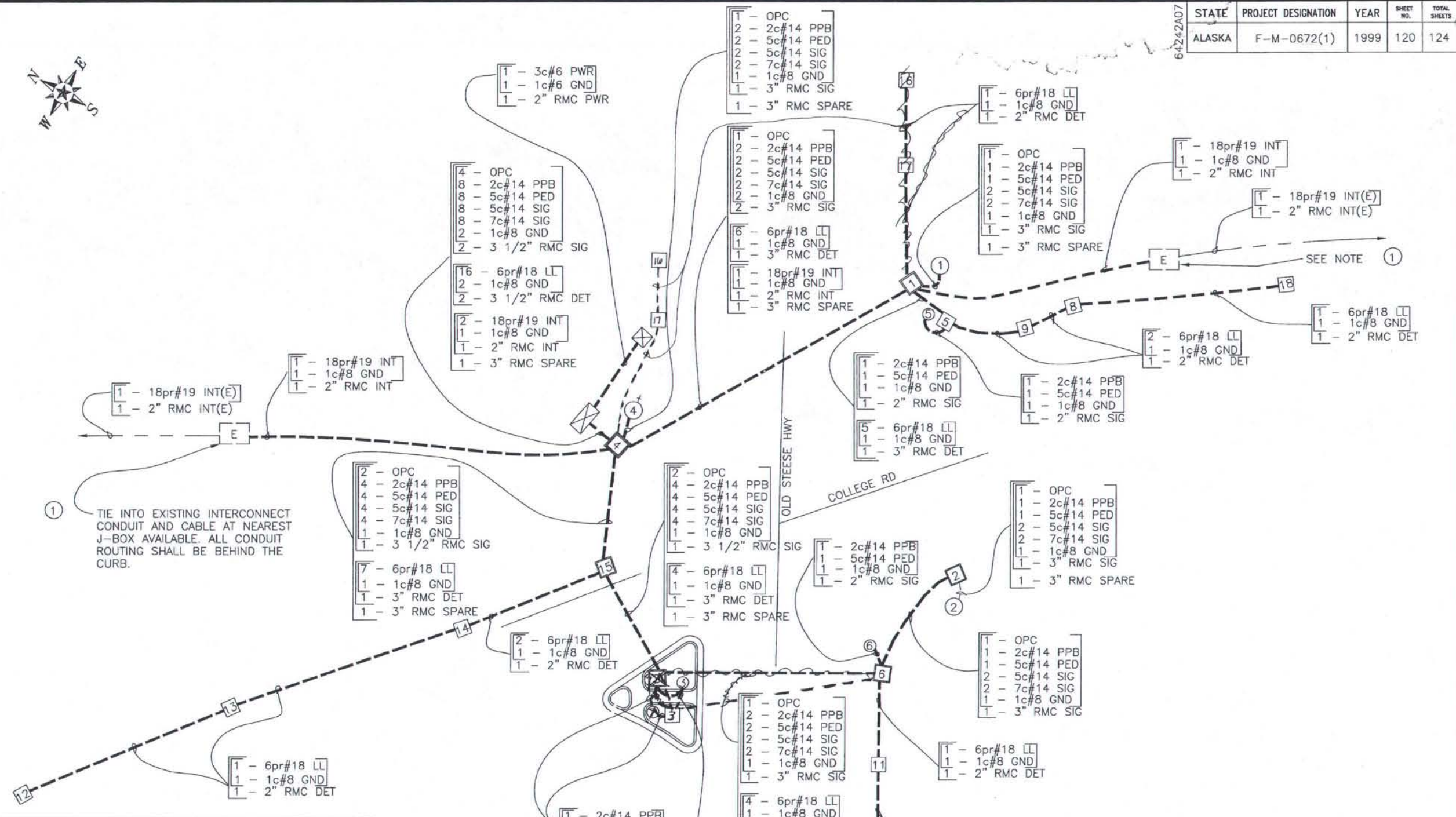


COLLEGE RD / OLD STEESE HWY  
SIGNAL SUMMARIES

SP15







### WIRING DIAGRAM CODING LEGEND

OPC = OPTICOM CABLE	5c#14 TRAFFIC SIGNALS
LL = LOOP LEAD-IN	7c#14 PROTECTED-PERMITTED SIGNALS
INT = INTERCONNECT CABLE	5c#14 PEDESTRIAN SIGNALS
PWR = POWER CONDUCTORS FOR SIGNAL CONTROLLER	2c#14 PEDESTRIAN PUSH-BUTTON
E = EXISTING	6 pr #18 LOOP LEAD-IN CABLE
GND = GROUND	18 pr #18 PE-39 INTERCONNECT CABLE
ILL = ILLUMINATION	3c#8 ILLUMINATION
RMC = RIGID METAL CONDUIT	3c#6 SIGNAL POWER
PVC = POLYVINYLCHLORIDE CONDUIT	1c#6 BARE COPPER
PPB = PEDESTRIAN PUSH BUTTON	1c#8 BARE COPPER
SIG = SIGNAL	
PED = PEDESTRIAN SIGNAL	
DET = DETECTION CONDUIT	
F = FUTURE USE	



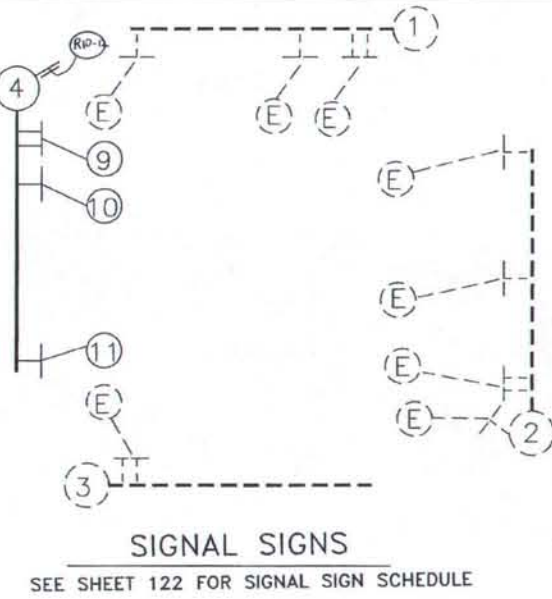
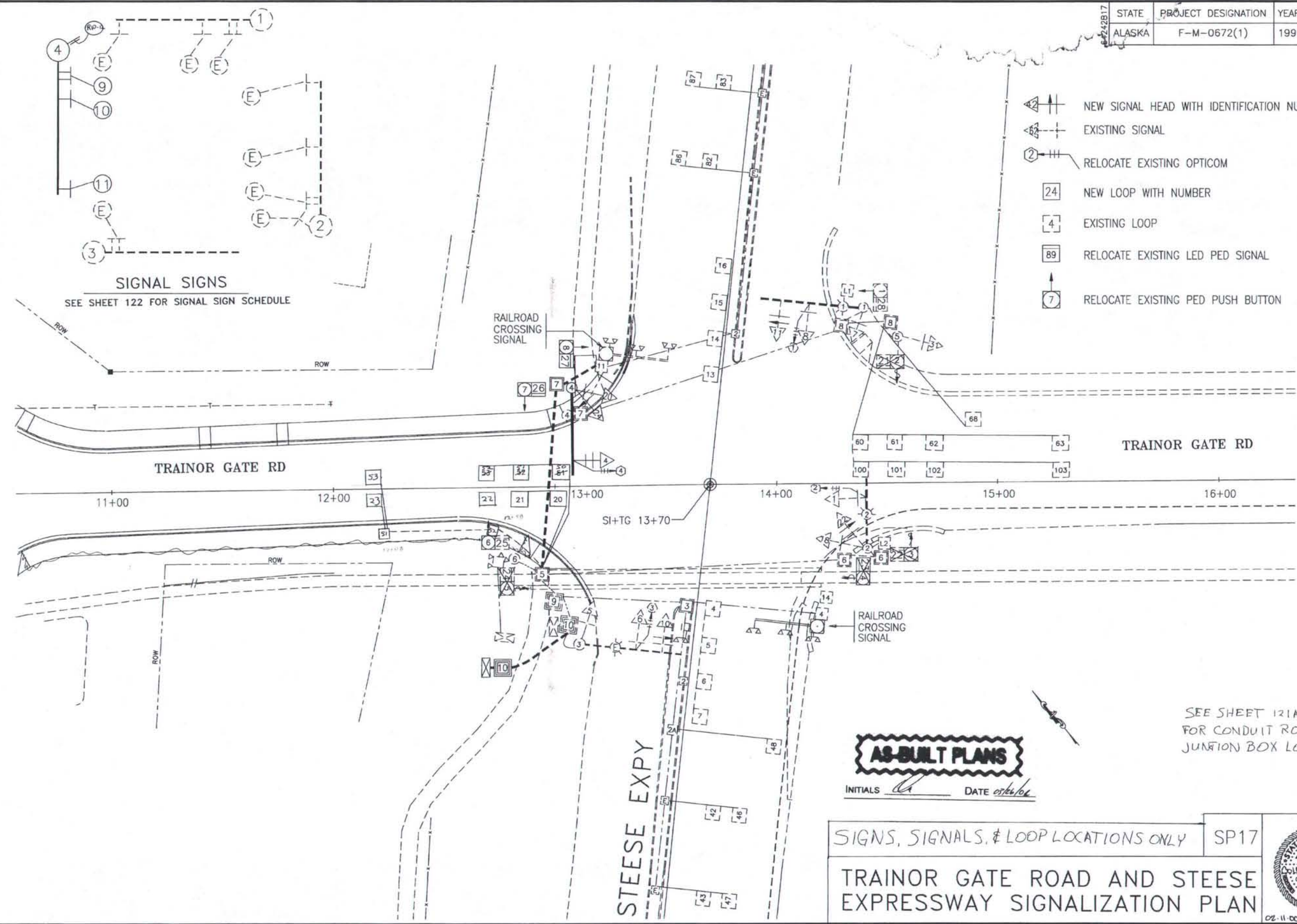
INITIALS *[Signature]* DATE *12/24/99*



## COLLEGE RD / OLD STEESE HWY WIRING DIAGRAM

SP16

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	121	124



- NEW SIGNAL HEAD WITH IDENTIFICATION NUMBER
- EXISTING SIGNAL
- RELOCATE EXISTING OPTICOM
- NEW LOOP WITH NUMBER
- EXISTING LOOP
- RELOCATE EXISTING LED PED SIGNAL
- RELOCATE EXISTING PED PUSH BUTTON

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *02/11/00*

SEE SHEET 121A (SP17A)  
FOR CONDUIT ROUTING &  
JUNCTION BOX LOCATIONS

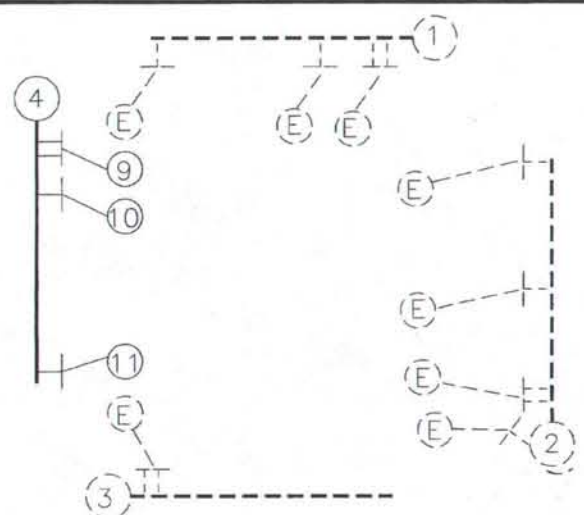
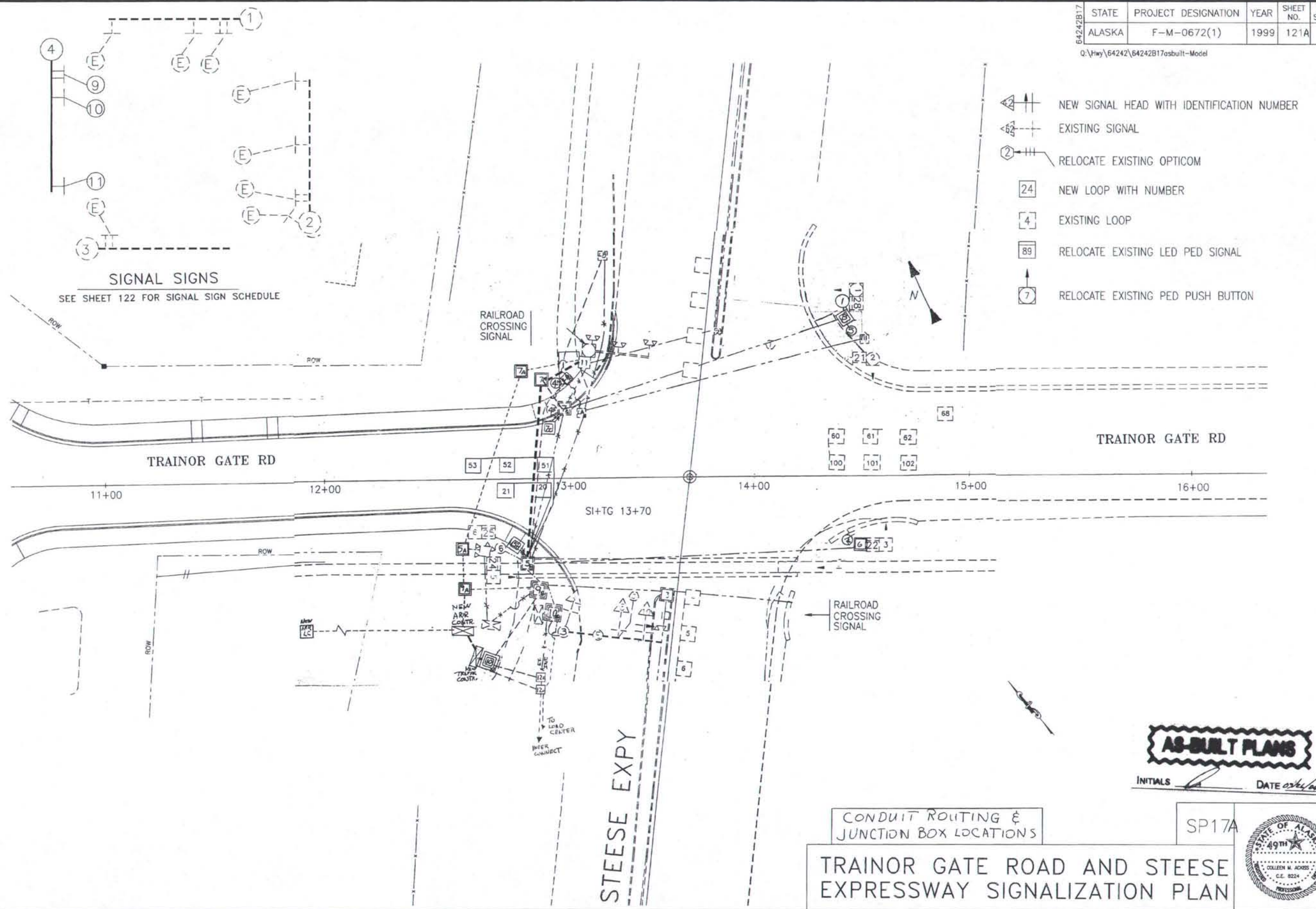
SIGNS, SIGNALS, & LOOP LOCATIONS ONLY SP17  
**TRAINOR GATE ROAD AND STEESE EXPRESSWAY SIGNALIZATION PLAN**



02-11-00

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	121A	124

Q:\Hwy\64242\64242B17asbuilt-Model



- NEW SIGNAL HEAD WITH IDENTIFICATION NUMBER
- EXISTING SIGNAL
- RELOCATE EXISTING OPTICOM
- NEW LOOP WITH NUMBER
- EXISTING LOOP
- RELOCATE EXISTING LED PED SIGNAL
- RELOCATE EXISTING PED PUSH BUTTON

**SIGNAL SIGNS**  
SEE SHEET 122 FOR SIGNAL SIGN SCHEDULE

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *02/10/00*

CONDUIT ROUTING & JUNCTION BOX LOCATIONS

SP17A

**TRACTOR GATE ROAD AND STEESE EXPRESSWAY SIGNALIZATION PLAN**



BASE & JUNCTION BOX SCHEDULE													
LOCATION		DESCRIPTION			BASE TYPE			JUNCTION BOX TYPE				REMARKS	
STATION	OFFSET	POLE NO.	JUNCTION BOX NO.	CONTROLLER	CIDH	P	A	IA	II	III	IV		
TG 13+08	45' LT	4			X								INSTALL ADJACENT TO BACK OF SIDEWALK
TG 12+80	RT			X		X							INSTALL ADJACENT TO NEW J-BOX 10. TO BE FIELD LOCATED BY ENGINEER.
TG 12+83	RT		10							X			INSTALL ADJACENT TO BIKE PATH. TO BE FIELD LOCATED BY ENGINEER.
TG 13+03	45' LT		7						X				INSTALL ADJACENT TO BACK OF SIDEWALK

① P=PRECAST BASE (FOUNDATION). A= TYPE A, SEE T-31.00 CIDH=CAST IN DRILLED HOLE

DETECTION SCHEDULE												
LOOP DET. NO.	ASSIGNMENT			INSTALLATION			ASC/2 DETECTOR INFORMATION			REMARKS		
	ACS/2 CHANNEL NO.	PHASE NO.	CABLE NO.	COUNT NO.	DIMENSIONS L (FT) W (FT)	NO. TURNS	CONNECT IN SERIES WITH	DET. TYPE	EXTEND TIME (SEC.)		DELAY TIME (SEC.)	LOCK MEM.
100	1	1			---	---	---					
101	1	1			---	---	---					
102	1	1			---	---	---					
103	2	1			---	---	---					
20	3	2			6	6	4	21,22				
21	3	2			6	6	3	20,22				
13	4	3			---	---	---					
14	4	3			---	---	---					
15	4	3			---	---	---					
16	4	3			---	---	---					
42	5	4			---	---	---					
43	5	4			---	---	---					
46	5	4			---	---	---					
47	5	4			---	---	---					
48	6	4			---	---	---					
50	7	2			6	6	4	51, 52				
51	7	2			6	6	3	50, 52				
52	7	2			6	6	3	50, 51				
53	8	2			6	6	3	---				
60	9	6			---	---	---					
61	9	6			---	---	---					
62	9	6			---	---	---					
63	10	6			---	---	---					
68	11	6			---	---	---					
4	12	7			---	---	---					
5	12	7			---	---	---					
6	12	7			---	---	---					
7	12	7			---	---	---					
82	13	8			---	---	---					
83	13	8			---	---	---					
86	13	8			---	---	---					
87	13	8			---	---	---					

\* SEE SHEET NO. 108 FOR LAYOUT OF LOOP PLACEMENT. LOOPS ARE TO BE CENTERED IN THEIR RESPECTIVE LANES UNLESS NOTED OTHERWISE

D=DELAY E=EXTENSION

VEHICULAR SIGNAL HEAD SCHEDULE													
POLE/POST NO.	FACE NO.	INDICATIONS						MOUNTING				GENERAL NOTES:	
		12" BALL		12" ARROW		8" BALL		MAST ARM		SIDE MTNG. TYPE	TOP OF POST		
		R	Y	G	R	Y	G	R	Y				G
1	8	E	E	E							E		1. ADJUST ALL DISPLAYS AS NECESSARY FOR OPTIMUM VISIBILITY WITH THE NEW INTERSECTION GEOMETRICS. 2. HEAD NUMBERING IS BASED ON 1987 HES-0005(58) SIGNAL UPGRADE PROJECT.
	7	E	E	E							E		
	11	E	E	E		E	E				E		
2	18	E	E	E							E		
	22				E	E	E	E	E		E		
	1	E	E	E							E		
3	5	E	E	E							E		
	6	E	E	E							E		
	10	E	E	E		E	E				E		
4	20	N	X	X							D		
	24				N	N	N	X	X		D		
	4	N	X	X						34'	X		
5	31	E	E	E							E		

E = EXISTING  
 N = NEW RED OR RED, YELLOW, OR GREEN ARROW LED SIGNAL MODULES  
 X = NEW SIGNAL HEAD OR MOUNTING

PEDESTRIAN DETECTION SCHEDULE			
POLE	PUSH BUTTON	PHASE	REMARKS
5	1	6	EXISTING
	2	4	EXISTING/REMOVE
2	3	4	EXISTING/REMOVE
	4	2	EXISTING/REMOVE
6	5	2	EXISTING/REMOVE
	6	8	EXISTING
4	7	8	REUSE EXISTING
	8	6	REUSE EXISTING

OPTICOM DETECTOR SCHEDULE					
LOCATION	DET NO	PHASE CALL	FACING DIR.	PREEMPTOR PRIORITY	
ON TOP SIGNAL HD 8	1	EXISTING	4 + 7	S	5
ON TOP SIGNAL HD 18	2	EXISTING	2	W	3
ON TOP SIGNAL HD 6	3	EXISTING	3 + 8	N	4
ON TOP SIGNAL HD 20	4	NEW	6	E	2

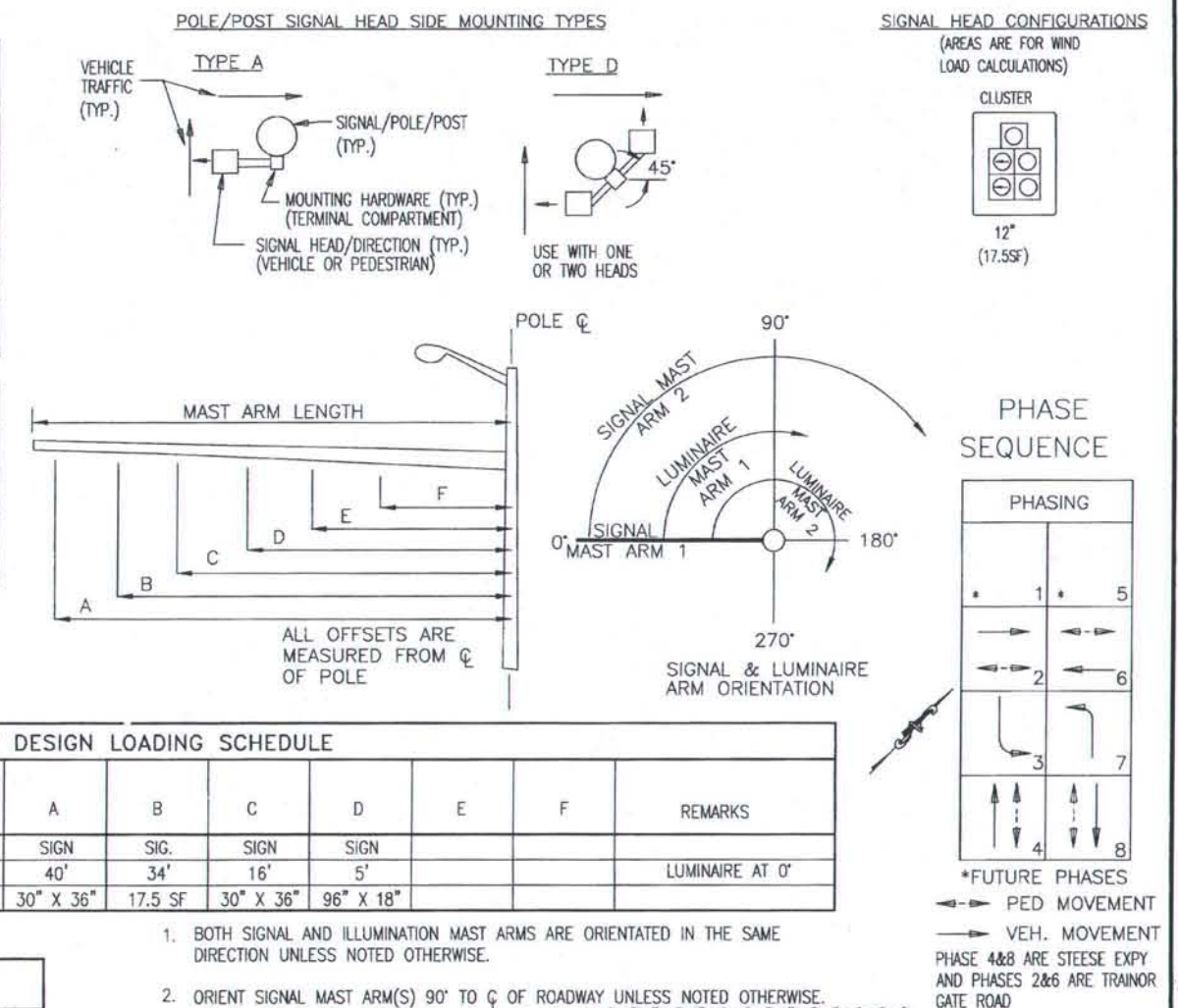
--- OPTICOM DETECTOR NUMBER  
 --- FACING DIRECTION ASSIGNS STEESE EXPRESSWAY AS GOING NORTH-SOUTH.

POLE-POST DESIGN LOADING SCHEDULE										
POLE NO.	CORNER	LUM. ARM (ft)	SIGNAL ARM (ft)	A	B	C	D	E	F	REMARKS
4	NW	15'	41'	SIG. OR SIGN	SIGN	SIG.	SIGN	SIGN		LUMINAIRE AT 0'
				LOC. OFFSET (ft)	40'	34'	16'	5'		
				L x W OR S.F.	30" X 36"	17.5 SF	30" X 36"	96" X 18"		

E = EXISTING N/A = NOT APPLICABLE

PED SIGNAL HEAD SCHEDULE			
POLE/POST NO.	FACE NO.	MOUNTING TYPE	REMARKS
5	28	---	EXISTING
	21	---	EXISTING/REMOVE
2	22	---	EXISTING/REMOVE
	23	---	EXISTING/REMOVE
6	24	---	EXISTING/REMOVE
	25	---	EXISTING
4	26	D	REUSE EXISTING
	27	D	REUSE EXISTING

ADJUST NEW DISPLAYS FOR OPTIMUM VISIBILITY WITH THE NEW CROSSWALK AND INTERSECTION GEOMETRICS.  
 HEAD NUMBERING IS BASED ON 1987 HES-0005(58) SIGNAL UPGRADE PROJECT.



FLASH PROGRAM COLOR								
PHASE	1	2	3	4	5	6	7	8
COLOR	*	R	R	R	*	R	R	R

\*FUTURE PHASE

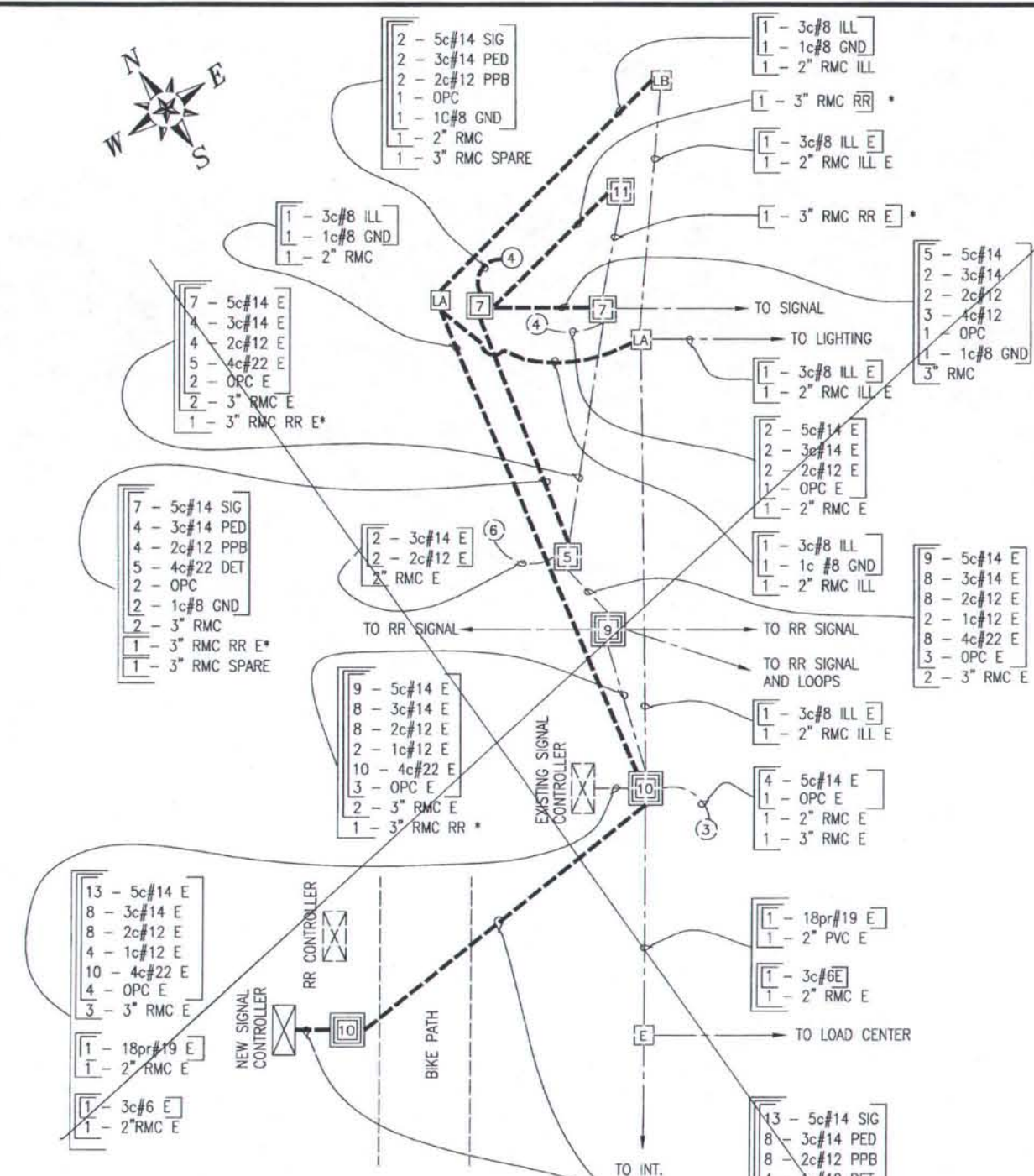
SIGNAL SIGN SCHEDULE								
SIGN NO.	LOCATION		CODE NO.	LEGEND	SIZE	THICKNESS		REMARKS
	POLE NO.	OFFSET				FRAMED	UNFRAMED	
9	4	5'	D3-1B	Steese Expy	96 X 18	12.0	0.125	
10	4	16'	R3-5R	ONLY	30 X 36	7.5	0.080	
11	4	40'	R3-5L	ONLY	30 X 36	7.5	0.080	

TOTAL S.F. = 27.0 SF

TRINOR GATE ROAD/STEESE EXPWY. SIGNALIZATION - SCHEDULES

AS-BUILT PLANS  
 INITIALS: [Signature] DATE: 02/11/00



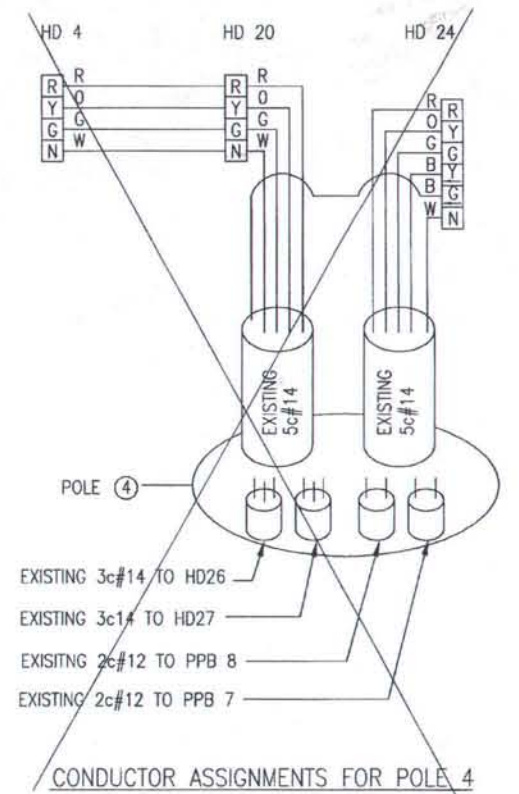


### WIRING AND CONDUIT CHANGES

- SIGNAL SYSTEM:**
- INSTALL NEW CONDUITS AND CONDUCTORS FROM EXISTING J-BOX 10 TO NEW J-BOX 10. INSTALL NEW CONDUITS AND CONDUCTORS TO NEW SIGNAL CONTROLLER. EXISTING J-BOX 10 WILL REMAIN. THE EXISTING CONTROLLER SHALL BE REMOVED, SALVAGED AND DELIVERED TO 2301 PEGER ROAD ONCE THE NEW CONTROLLER IS OPERATIONAL.
  - INSTALL NEW J-BOX 7 AND NEW SIGNAL POLE 4. EXTEND EXISTING 3" RMC AT EXISTING J-BOX 7 TO NEW J-BOX 7. ROUTE NEW CONDUITS AND CONDUCTORS FROM NEW J-BOX 7 TO EXISTING J-BOX 5 AND EXISTING J-BOX 11. ALSO INSTALL NEW CONDUITS AND CONDUCTORS FROM NEW J-BOX 7 TO NEW SIGNAL POLE 4.
  - REMOVE EXISTING J-BOX 7 AND EXISTING SIGNAL POLE AND FOUNDATION 4 ONCE NEW SIGNAL POLE 4 IS OPERATIONAL.
  - ALL SIGNAL CABLE / CONDUCTOR RELOCATIONS AND SIGNAL CONDUCTOR SPlicing FOR THE CHANGE OVER TO NEW SIGNAL POLE 4 AND THE NEW SIGNAL CONTROLLER SHALL BE ACCOMPLISHED DURING A SINGLE PERIOD NOT TO EXCEED A 6-HOUR DURATION, AFTER 9:00pm AND PRIOR TO 6:00am.
  - THE EXISTING LOOPS ON TRINOR GATE ROAD SHALL BE MAINTAINED AT ALL TIMES. A SINGLE PERIOD NOT TO EXCEED FOUR WORKING DAYS WILL BE ALLOWED FOR THE INSTALLATION OF THE NEW TRINOR GATE ROAD LOOP DETECTION.
  - THE SIGNAL WIRING SHOWN WAS TAKEN FROM THE AS-BUILTS OF PROJECT HES-0005(58) AND SHALL BE VERIFIED PRIOR TO COMMENCING WORK ON THIS SIGNALIZATION WORK. MODIFICATIONS MAY BE NECESSARY FOLLOWING VERIFICATION AND WILL BE DIRECTED BY THE ENGINEER.

### ILLUMINATION SYSTEM:

- EXTEND EXISTING 2" RMC AT EXISTING J-BOX LA TO NEW J-BOX LA. INSTALL NEW CONDUCTORS. INSTALL NEW CONDUIT AND CONDUCTORS TO EXISTING J-BOX LB LOCATED NORTH OF EXISTING SIGNAL POLE 4 AND TO NEW SIGNAL POLE 4 AS SHOWN.
- INSTALL NEW CONDUIT AND CONDUCTORS FROM NEW LIGHTING J-BOX LA TO EXISTING SIGNAL J-BOX 10.
- REMOVE EXISTING J-BOX LA.
- ABANDON THE EXISTING 2" CONDUIT RUNS BETWEEN EXISTING LIGHTING J-BOX LA AND EXISTING LIGHTING J-BOX LB AND EXISTING SIGNAL J-BOX 10.
- SPICES OF EXISTING CABLES / CONDUCTORS ARE ONLY ALLOWED IN J-BOXES. SPICES ARE ONLY ALLOWED BETWEEN EXISTING AND NEW.
- THE ILLUMINATION WIRING SHOWN WAS TAKEN FROM THE AS-BUILTS OF PROJECTS HES-0005(58) AND RF-ALF-062-4(25) AND SHALL BE VERIFIED PRIOR TO COMMENCING WORK ON THIS ILLUMINATION WORK. MODIFICATIONS MAY BE NECESSARY FOLLOWING VERIFICATION AND WILL BE DIRECTED BY THE ENGINEER.



*THIS SHEET DELETED  
SEE SHEET 123A (SP19A)*

### WIRING DIAGRAM CODING LEGEND

OPC = OPTICOM CABLE	5c#14 TRAFFIC SIGNALS
LL = LOOP LEAD-IN	7c#14 PROTECTED-PERMITTED SIGNALS
INT = INTERCONNECT CABLE	5c#14 PEDESTRIAN SIGNALS
PWR = POWER CONDUCTORS FOR SIGNAL CONTROLLER	2c#12 PEDESTRIAN PUSH-BUTTON
RR = RAILROAD	1c#12 LOOP LEAD-IN CABLE
E = EXISTING	4c#22 LOOP LEAD-IN CABLE
GND = GROUND	18 pr #19 INTERCONNECT CABLE
ILL = ILLUMINATION	3c#8 ILLUMINATION
RMC = RIGID METAL CONDUIT	3c#6 SIGNAL POWER
PVC = POLYVINYLCHLORIDE CONDUIT	1c#8 BARE COPPER
PPB = PEDESTRIAN PUSH BUTTON	1c#6 BARE COPPER
SIG = SIGNAL	
PED = PEDESTRIAN SIGNAL	
DET = DETECTION CONDUIT	
F = FUTURE USE	

- 13 - 5c#14 SIG
- 8 - 3c#14 PED
- 8 - 2c#12 PPB
- 4 - 1c#12 DET
- 10 - 4c#22 DET
- 4 - OPC
- 3 - 1c#8 GND
- 3 - 3" RMC SIG
- 1 - 18pr#19 INT
- 1 - 1c#8 GND
- 1 - 2" RMC INT
- 1 - 3c#6 PWR
- 1 - 1c#6 GND
- 1 - 2" RMC PWR

\*VERIFY AND COORDINATE WORK WITH ALASKA RAILROAD FOR CONDUCTOR SIZES. RR CONDUITS WILL BE INSTALLED BY CONTRACTOR AS SHOWN ON THE WIRING DIAGRAM. ALL RAILROAD SIGNAL WIRING WILL BE COMPLETED BY ALASKA RAILROAD. THIS WORK SHALL BE COORDINATED WITH OTHER WORK. THE EXISTING RAILROAD SIGNAL SHALL REMAIN OPERATIONAL AT ALL TIMES UNLESS APPROVED BY THE ALASKA RAILROAD AND THE ENGINEER.

**AS-BUILT PLANS**  
INITIALS *Ca* DATE *02/11/00*



## TRINOR GATE ROAD / STEESE EXPY WIRING DIAGRAM

SP19

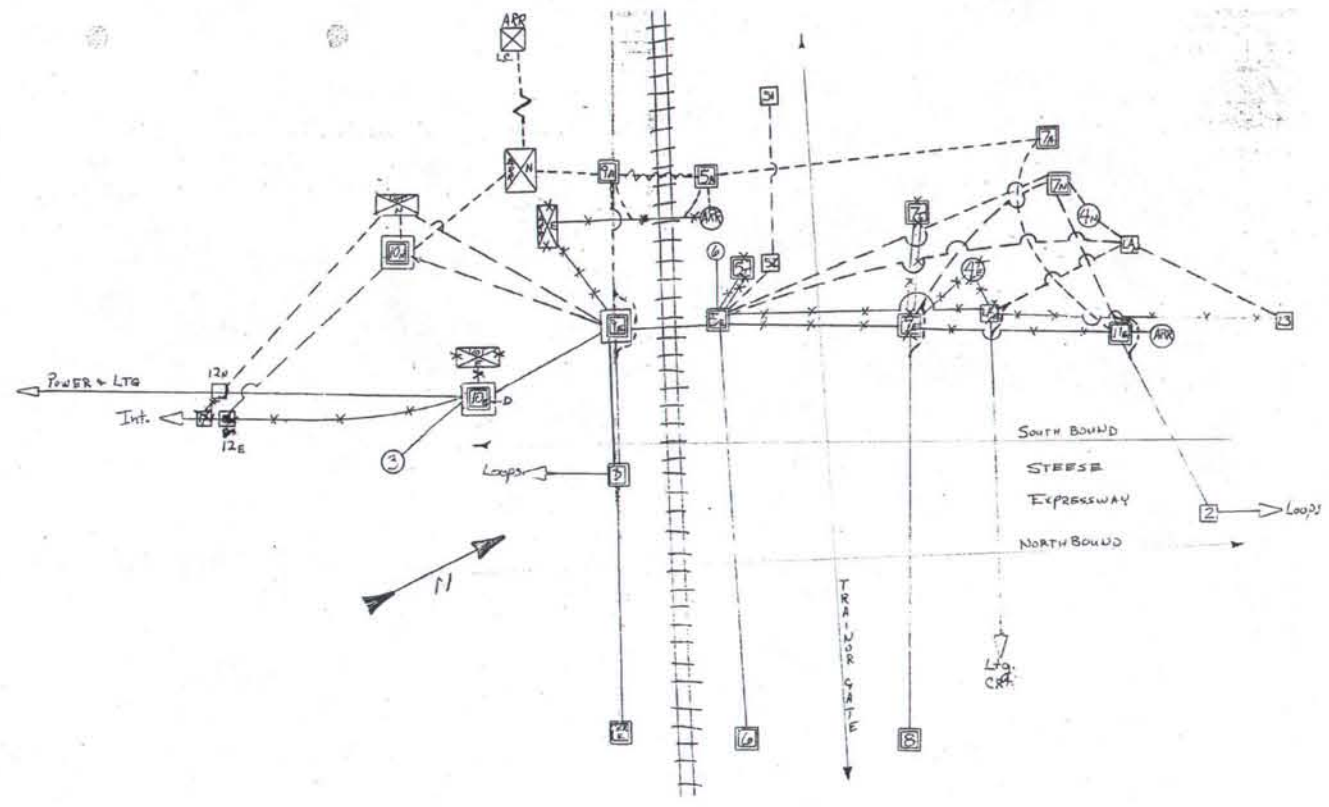
02-11-00

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	123A	124

Q:\Hwy\64242\64242sp20asbuilt-Model

**Conduit & Conductor Schedule**  
Traffic Signal System  
(south of tracks)

- Controller(s) to J-box 10a**
- 4- 7c#14 (2-E)
  - 17- 5c#14 (9-E)
  - 8- 2c#14 (4-E)
  - 4- OPC (2-E)
  - ARR Pre-empt cable
  - 2- #8 Bare
  - 2- 3" RMC
  - 2- 6pr#18 (4-E)
  - 1- #8 Bare
  - 1- 3" RMC
  - 1- INT. (E)
  - 1- #8 Bare
  - 1- 2" RMC
- J-box 10a to J-box 9e**
- 4- 7c#14 (2-E)
  - 17- 5c#14 (9-E)
  - 8- 2c#14 (4-E)
  - 4- OPC (2-E)
  - 2- #8 Bare
  - 2- 3" RMC
  - 2- 6pr#18 (4-E)
  - 1- #8 Bare
  - 1- 3" RMC
- J-box 12a to Controller(s)**
- 1- 3c#6 (Sig. Pwr.)
  - 1- #8 Bare
  - 1- 2" RMC
- J-box 9e to J-box 3 (east) to end**
- 2- 6pr#18 (E)
  - 1- #8 Bare (E)
  - 2- 1- RMC (E)
- The extra cable length needed to reach the new controller is stored in J-box 9e.
- J-box 9e to J-box 5e**
- 3- 7c#14 (2-E)
  - 15- 5c#14 (9-E)
  - 8- 2c#14 (4-E)
  - 3- OPC (2-E)
  - 2- #8 Bare
  - 2- 3" RMC (E)
  - 7- 6pr#18 (2-E)
  - 1- #8 Bare
  - 1- 3" RMC (E)
- One of these three RMC's will be one abandoned by ARR.
- J-box 10a to J-box 12e**
- 1- INT. (E)
  - 1- #8 Bare
  - 1- 2" RMC
- J-box 10a to Pole 3**
- 1- 7c#14 (10)
  - 2- 5c#14 (5,6)
  - 1- OPC (3)
  - 1- #8 Bare
  - 1- 3" RMC (E)
- see also illumination
- J-box 10a to ARR Controller(s)**
- Pre-empt cable
  - 1- #8 Bare
  - 1- 2" RMC



**Trainer Gate / Steese Expy. Traffic Signal System Changes**  
(For clarification, italics indicate planned work that was still done.)

- Traffic Signal System**
- J-boxes**
    - Install a new Type IA j-box 12<sub>NEW</sub> south of j-box 10<sub>EX</sub> intercepting the existing power and lighting conduit.
    - Install two new Type IA loop j-boxes 51 and 52 west of j-box 5<sub>EX</sub> along Trainer Gate.
    - J-box 12<sub>EX</sub> south of j-box 10<sub>EX</sub> intercepting the existing interconnect conduit was not shown on the plans.
    - Install a Type II j-box 7<sub>NEW</sub> and a Type III j-box 10<sub>NEW</sub>.
    - Raise j-boxes 5<sub>EX</sub> and 9<sub>EX</sub> (and extend conduit risers as necessary) to properly match the grade of the bike path or adjacent shoulder.
  - Conduit**
    - Install three new 3" RMC from j-box 9<sub>EX</sub> to j-box 10<sub>NEW</sub> for the new signal conductors from j-box 9<sub>EX</sub>.
    - Install a new 2" RMC from j-box 12<sub>NEW</sub> to the new controller for signal power.
    - Install a new 2" RMC from j-box 12<sub>EX</sub> to j-box 10<sub>NEW</sub> for interconnect.
    - Install a 2" RMC from j-box 10<sub>NEW</sub> to the new ARR controller for the pre-empt circuit.
    - Install a new 2" RMC from j-box 5<sub>EX</sub> to j-box 52 and 51.
    - Install (as planned) the RMC from j-box 5<sub>EX</sub> to j-box 7<sub>NEW</sub> to pole 4<sub>NEW</sub>.
    - Extend the loop conduit from j-box 2 to j-box 11<sub>EX</sub> on to j-box 7<sub>NEW</sub> so that it no longer enters j-box 11<sub>EX</sub>. (J-box 11<sub>EX</sub> will be exclusively for the ARR signal system.)
    - Extend (as planned) the RMC from j-box 8 to j-box 7<sub>NEW</sub> so that it no longer enters j-box 7<sub>EX</sub>.
  - Conductor**
    - Install all new signal conductor for poles 3, 4<sub>NEW</sub> and 6 from the signal equipment on each pole to the controller without splices.
    - Install two new loop lead-in cables from southbound loops #13, 14, 15, 16, 82, 83, 86 and 87 to the controller.
    - Install a new loop lead-in cable from j-box 52 and 51 through j-box 5<sub>EX</sub> on to the controller.
    - New signal and loop conductor was installed on the previous Trainer Gate Road Upgrade project, which is long enough to reach from the equipment on the east side of the intersection to the new controller. The extra conductor length is stored in j-boxes 7<sub>TRAE</sub>, 5<sub>TRAE</sub> & 9<sub>EX</sub>. The attached wiring diagrams reflect all of these changes.
  - Remove**
    - Remove the 'storage' j-boxes 7<sub>TRAE</sub> & 5<sub>TRAE</sub> and the conduit to them. Deliver these j-boxes to 2301 Peger Road (DOT/PP Traffic Maintenance - 451-2323).
    - Remove (as planned) j-box 7<sub>EX</sub> and the risers into it.

**AS-BUILT PLANS**

INITIALS *[Signature]* DATE *[Date]*

**Lighting System Power**

- J-box 9e to J-box 5e**
- 1- 3c#8
  - 1- #8 Bare
  - 1- RMC (E)
- J-box 5e to J-box LAa**
- 1- #8 Bare
  - 1- 2" RMC
- J-box LAa to Pole 4a**
- 1- 3c#8
  - 1- #8 Bare
  - 1- 2" RMC
- J-box LAa to J-box LB**
- 1- 3c#8
  - 1- #8 Bare
  - 1- 2" RMC
- J-box LAa under J-box LAe to existing east**
- Use existing conductor stored in J-box LAe
  - 1- 2" RMC (J-box LAa to J-box LAe) and
  - 1- RMC (E) (J-box LAe to J-box existing)

**Traffic Signal System (north of tracks)**

- J-box 5e to J-box 5i**
- 1- 6pr#18
  - 1- #8 Bare
  - 1- 2" RMC
- J-box 5i to J-box 5l**
- 1- 6pr#18
  - 1- #8 Bare
  - 1- 2" RMC
- J-box 5e to Pole 6 west**
- 2- 5c#14 (24,25)
  - 2- 2c#14 (5,6)
  - 1- #8 Bare
  - 1- 3" RMC (E)
- J-box 5e to J-box 7a**
- 2- 7c#14 (1-E)
  - 9- 5c#14 (5-E)
  - 4- 2c#14 (2-E)
  - 2- OPC (1-E)
  - 1- #8 Bare
  - 1- 3" RMC
  - 4- 6pr#18 (2-E)
  - 1- #8 Bare
  - 1- 3" RMC
- The extra cable length needed to reach the new controller is stored in J-box 7i. This RMC and conductor will not enter J-box 7e when complete.
- J-box 5e to J-box 6 east**
- 1- 7c#14 (22)E
  - 4- 5c#14 (1,18,22,26)E
  - 2- 2c#14 (3,4)E
  - 1- OPC (2)E
  - 1- #8 Bare E
  - 1- RMC (E)
- The extra cable length needed to reach the new controller is stored in J-box 5t.
- J-box 7a to Pole 4a**
- 1- 7c#14 (24)
  - 4- 5c#14 (4,20,26,27)
  - 2- 2c#14 (7,8)
  - 1- OPC (4)
  - 1- #8 Bare
  - 1- 3" RMC
  - 1- 2" RMC (Spare)
- see also illumination
- J-box 7a to J-box 8 east**
- 1- 7c#14 (11)E
  - 5- 5c#14 (7,8,21,28,31)E
  - 2- 2c#14 (1,2)E
  - 1- OPC (1)E
  - 2- 6pr#18 (E)
  - 1- #8 Bare
  - 1- RMC (N)
  - (J-box 7a to J-box 7e)
  - 1- RMC (E)
  - (J-box 7e to J-box 8)
- The extra cable length needed to reach the new controller is stored in J-box 7i. This RMC and conductor will not enter J-box 7e when complete.
- J-box 7a to J-box 7 (east) to end**
- 2- 6pr#18
  - 1- #8 Bare
  - 1- 2" RMC (N)
  - (J-box 7a to J-box 7e, and
  - 1- RMC (E)
  - (J-box 7e to J-box 2 to end)
- Splice the new conductors to the existing loops. This RMC and conductor will not enter J-box 11e when complete.

**Lighting System Changes**

- J-Boxes**
  - Install (as planned) a new Type IA illumination j-box LA<sub>NEW</sub> adjacent to pole 4<sub>NEW</sub>.
- Conduit**
  - Install a 2" illumination RMC from pole 4<sub>NEW</sub> to j-box LA<sub>NEW</sub>.
  - Install (as planned) a 2" illumination RMC from j-box 5<sub>EX</sub> to j-box LA<sub>NEW</sub> to j-box LB.
  - Extend (as planned) the existing RMC from the east through j-box LA<sub>EX</sub> on to j-box LA<sub>NEW</sub> so it no longer enters j-box LA<sub>EX</sub>.
- Conductor**
  - Install new illumination cable from j-box LA<sub>NEW</sub> to pole 4<sub>NEW</sub>.
  - New illumination cable was installed on the previous Trainer Gate Road Upgrade project long enough to reach j-box LA<sub>NEW</sub> from the east, and is stored in j-box LA<sub>EX</sub>.
  - Install (as planned) new illumination cable from j-box 5<sub>EX</sub> to j-box LA<sub>NEW</sub> and from j-box LA<sub>NEW</sub> to j-box LB.
  - Splice these cables to reconnect the illumination circuit.

**Alaska Railroad (ARR) Trainer Gate / Steese Expy. Signal System**

- The Alaska Railroad will install:
- A new ARR controller adjacent to (and west of) their existing one.
  - New conductor as needed for their entire system.
- Changes to this Contract for the Alaska Railroad signal system include the following:
- J-boxes**
    - Install a new Type II j-box 7<sub>ARR</sub> near j-box 7<sub>NEW</sub>.
    - Install a new Type II j-box 5<sub>ARR</sub> near j-box 5<sub>EX</sub>.
    - Install a new Type II j-box 9<sub>ARR</sub> near j-box 9<sub>EX</sub>.
  - Load Center**
    - Upgrade the planned new load center for the ARR signal system at Trainer Gate / Old Steese so it has a circuit for this ARR signal system at Trainer Gate / Steese Expressway. (This load center is located south of the tracks about midway between the Expressway and the Old Steese.)
  - Conduit**
    - Install new 4" RMC<sub>ARR</sub> from j-box 5<sub>ARR</sub> to 7<sub>ARR</sub>.
    - Install new 4" RMC<sub>ARR</sub> from j-box 7<sub>ARR</sub> to 11<sub>EX</sub>.
    - Install new 2" RMC from the new load center to the new ARR controller.
    - Add new 4" RMC from the new ARR controller to j-box 9<sub>ARR</sub>.
    - Intercept the existing 3" RMC<sub>ARR</sub> under the tracks from the existing ARR controller to the ARR signal pole near pole 6 for use from j-box 9<sub>ARR</sub> to j-box 5<sub>ARR</sub> and to the existing ARR signal pole.
    - Extend the RMC<sub>ARR</sub> from j-box 3 to j-box 9<sub>EX</sub> on into j-box 9<sub>ARR</sub> so that this conduit no longer enters j-box 9<sub>EX</sub>.
    - As a result of the ARR changes, there will be one abandoned RMC<sub>ARR</sub> between j-boxes 5<sub>EX</sub> and 9<sub>EX</sub>, which will then be re-used for traffic signal conductors.

**WIRING DIAGRAM CODING LEGEND**

OPC = OPTICOM CABLE	5c#14 TRAFFIC SIGNALS
LL = LOOP LEAD-IN	7c#14 PROTECTED-PERMITTED SIGNALS
INT = INTERCONNECT CABLE	5c#14 PEDESTRIAN SIGNALS
PWR = POWER CONDUCTORS FOR SIGNAL CONTROLLER	2c#12 PEDESTRIAN PUSH-BUTTON
	1c#12 LOOP LEAD-IN CABLE
RR = RAILROAD	4c#22 LOOP LEAD-IN CABLE
E = EXISTING	18 pr #19 INTERCONNECT CABLE
GND = GROUND	
ILL = ILLUMINATION	3c#8 ILLUMINATION
RMC = RIGID METAL CONDUIT	3c#6 SIGNAL POWER
PVC = POLYVINYLCHLORIDE CONDUIT	1c#8 BARE COPPER
PPB = PEDESTRIAN PUSH BUTTON	1c#6 BARE COPPER
SIG = SIGNAL	
PED = PEDESTRIAN SIGNAL	
DET = DETECTION CONDUIT	
F = FUTURE USE	

**TRAINER GATE ROAD / STEESE EXPY WIRING DIAGRAM**

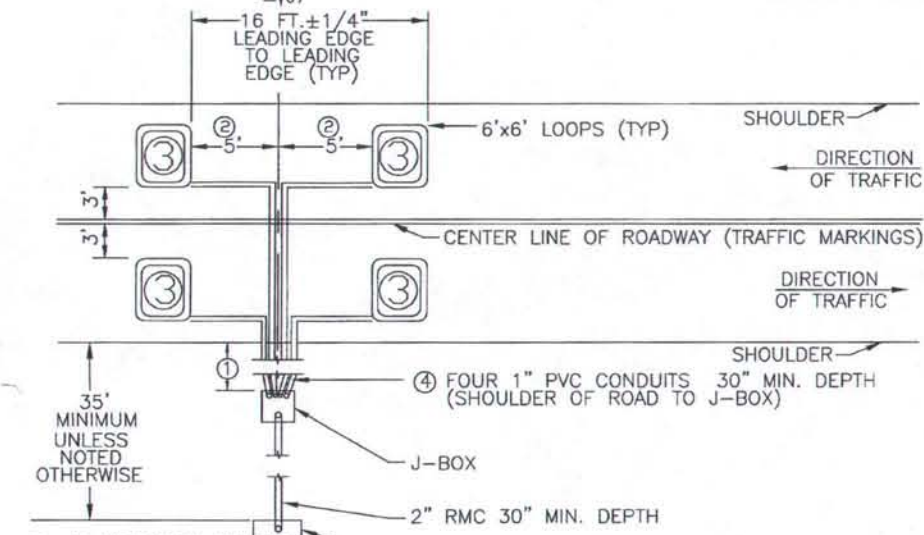
SP19A



A = ARR = Alaska Railroad  
E = EX = existing  
N = NEW  
T = TEMP = temporary storage

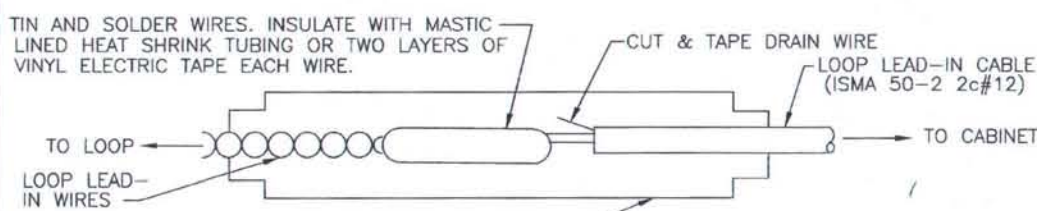
# TRAFFIC COUNT SYSTEM DETAILS

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	F-M-0672(1)	1999	124	124

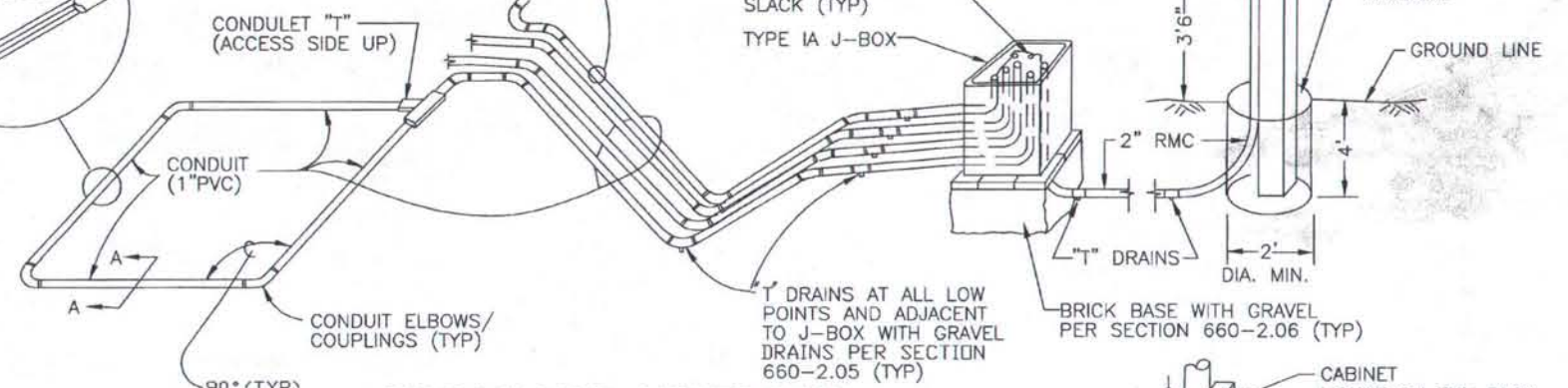
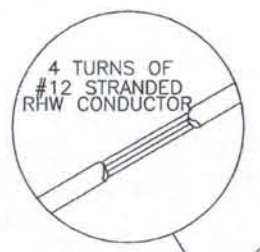


- ① AS APPROVED BY THE ENGINEER
- ② ONLY USE 5' OFFSET WHEN INSTALLING TWO LOOPS PER LANE
- ③ LOOPS TO BE NUMBERED AS SHOWN ON THE PLANS
- ④ ONLY ONE 1" PVC CONDUIT IS REQUIRED BETWEEN THE TWO LOOPS WHEN INSTALLING A SINGLE LOOP PER LANE

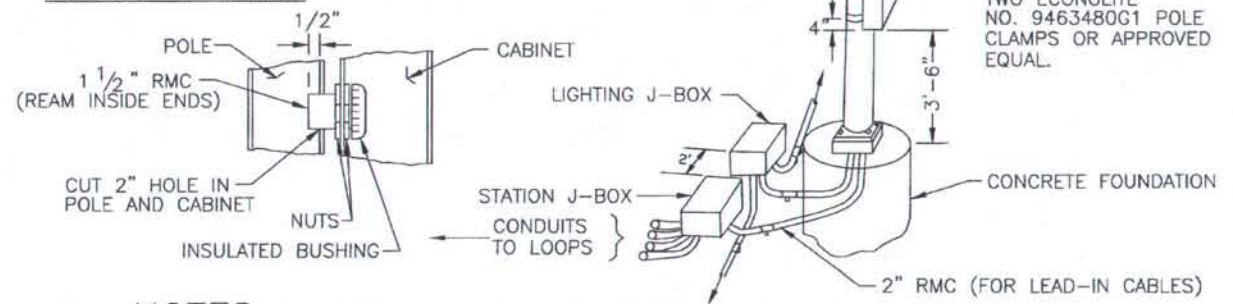
## SPLICE DETAIL



SCOTCHCAST 82-A2 INLINE RESIN SPLICE KIT WITH SCOTCHCAST 2112 REENTERABLE ENCAPSULATING COMPOUND OR APPROVED EQUAL



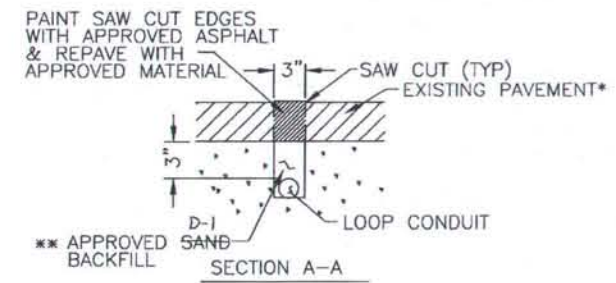
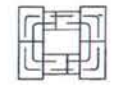
## POLE MOUNTED CABINET DETAIL



## NOTES

1. LOCATE ALL UNDERGROUND UTILITIES, INCLUDING FUEL LINES, GAS TANKS, CABLES, ETC. PRIOR TO INSTALLATION OF SYSTEM.
2. LEAD-IN WIRES FOR EACH LOOP SHALL BE IN SEPARATE CONDUITS TO THE FIRST J-BOX. THESE CONDUITS SHALL BE SEPARATED BY A MINIMUM OF 6 INCHES.
3. AFTER SPLICING THE LOOP CONDUCTORS TO THE LEAD-IN CABLE AND BEFORE INSTALLING THE LEAD-IN CABLES IN CONDUIT, THE CONTRACTOR SHALL ALLOW THE ENGINEER TO VERIFY THAT ALL LEAD-IN CABLES ARE OF THE SAME LENGTH. AFTER THE LEAD-IN CABLES HAVE BEEN INSTALLED IN THE CONDUITS WITH 3 FT. OF SLACK IN THE J-BOX, THE CABLES SHALL BE SHORTENED THE SAME AMOUNT, AS REQUIRED TO LEAVE 5 FT. OF SLACK IN THE CABINET.
4. BOLT THE CABINET TO THE POST USING FOUR 3/8"x3" LAG SCREWS WITH FLAT WASHERS. THE HOLES SHALL BE PREDRILLED. THE BOLTS AND WASHERS SHALL BE GALVANIZED.
5. THE TIMBER POST SHALL BE KILN DRIED OR THE EQUIVALENT AND FREE OF ROT AND BARK. TIMBER TO BE USED SHALL BE ANY TYPE APPROVED BY THE ENGINEER. THE TIMBER POST SHALL BE TREATED IN ACCORDANCE WITH THE LATEST APPLICABLE STANDARDS OF AMERICAN WOOD PRESERVERS ASSOCIATION.
6. ATTACH THE CONDUIT TO THE CABINET WITH APPROVED FITTING AND INSTALL INSULATED GROUNDING BUSHING.
7. SEE SPECIAL PROVISIONS 660-5.08 FOR PERMANENT CABINET SPECIFICATIONS.
8. THE LEAD-IN CABLES SHALL BE TERMINATED ON A TERMINAL STRIP WITHIN THE CABINET.
9. THE TRAFFIC COUNT SYSTEM LOOPS SHALL BE TESTED IN ACCORDANCE WITH 660-4.01.
10. TEMPORARY COUNTER CABINETS SHALL BE HENNESSY 20 x 17 x 15 OR APPROVED EQUAL EQUIPPED WITH 2 SHELVES AND CORBIN #2 LOCK.

## BRICK BASE FOR J-BOXES (TYPE IA)



\*LOOPS TO BE INSTALLED BENEATH NEW PAVING SHALL BE INSTALLED PRIOR TO PAVING.  
 \*\*REQUIRED WITH NEW & EXISTING PAVEMENT CONDITIONS.

LOCATION (STATION)	NUMBER OF LOOPS (LOOPS PER LANE)	TYPE COUNT	STATION SPEED	CABINET PERM TEMP	MOUNTING POLE POST	REMARKS
OS 3+60	1	X		X	X	POLE IN-3(WOOD)
OS 17+75	1	X		X	X	
OS 35+50	1	X		X	X	
OS 37+75	1	X		X	X	

## TRAINOR GATE ROAD / STEESE EXPY TRAFFIC COUNT STATION DETAILS

TCS1



02-11-00